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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS.
With which is incorporated the
CHINA OVERSEAS TRADE REPORT
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Hongkong Daily Press.

ESTABLISHED 1857

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AT THE REQUEST OF THE
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The remarkable feeding experi-
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Ireland, prove that
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[a30-2]

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[a1351]

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6.00 p.m. to 6.30 p.m. Every 10 minutes.

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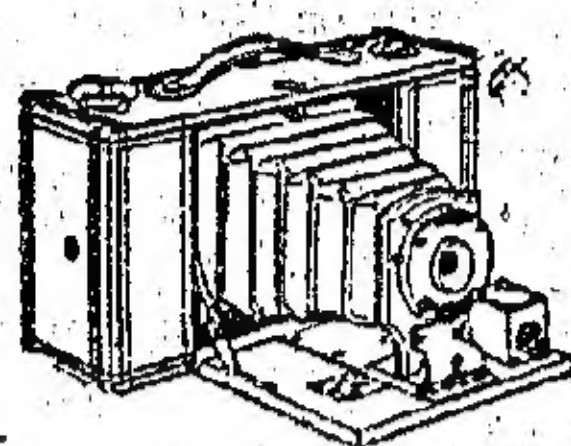


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Hongkong, 8th June, 1906. [111-112]

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Hongkong, 14th March 1911. [445]

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Hongkong, 24th February, 1911. [359]

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Hongkong, 31st July, 1907. [113]

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Hongkong, 24th July, 1905. [a224]

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Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
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Hongkong, 24th July, 1905. [a224]

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TELEGRAPHIC ADDRESS "COMFORT"

Hongkong, 1st September, 1910. [a43]

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Hongkong, 4th December, 1907. [a32]

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Both Hotels electrically lighted, and under

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D—VERY FINE PALE OLD LIQUEUR COGNAC, Gold and White Capsule	35
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BOUTELLEAU'S CHAM-PAGNE LIQUEUR	40
FINE PALE COGNAC (Marie Brizard & Roger's)	\$20 80
O. F. V. O. COGNAC (Marie Brizard & Roger's)	64.80
VERY FINE LIQUEUR COGNAC, 40 Years Old (Marie Brizard & Roger's)	100.00

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ONLY communications relating to the news column should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.
All letters for publication should be written on one side of paper only.
No anonymous signed communications that have already appeared in other papers will be inserted.
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HONGKONG OFFICE: 10A, DES VOGES ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, MARCH 17TH, 1911.

The telegram from our Tokyo correspondent published yesterday, reporting the demoralisation of the Japanese markets in consequence of the conferences which are taking place daily at the Tokyo Foreign Office, regarding affairs in North China, suggests that we may expect some sensational announcement shortly, and naturally gives rise to speculations as to what these conferences may concern. Do they relate to the trouble between Russia and China regarding Treaty rights in Mongolia, or is Japan preparing to formulate for presentation to China some startling demands of her own? Is there any understanding between Russia and Japan to press China simultaneously for political privileges which their growing commercial interests may be assumed to require?—These are among the questions which arise as one reads the Tokyo telegram in conjunction with the messages which come from Peking and Tokyo regarding the strained diplomatic relations between China and Russia. The publication of the Notes which have been exchanged between the Governments of Russia and China have made the reading public all over the world familiar with the questions which have brought the two countries to the verge of hostilities. War is a very unlikely event, we should think, but the fact that the Japanese markets have been demoralised by rumours associated with the conferences

which are taking place daily at the Foreign Office in Tokyo, must either imply a belief in the possibility of hostilities arising out of the Russian dispute, or else it imports, as we have suggested, some development of Japan's policy in Manchuria which is likely to add to the uncertainty of the general situation in North China. We would not be greatly surprised, for instance, to hear before very long, that Japan, and Russia also, having regard to the commercial losses they have suffered in consequence of the plague epidemic in Manchuria, are persuaded that some extension of their political privileges in Manchuria is necessary in order to better secure themselves against disasters of this kind in the future so far as Japan is concerned. A hint of this seems to be conveyed in the recently news that the Japanese Quarantine Administration in Manchuria had proposed to the Government at Tokyo that Japan should take steps to obtain entire control of the measures in Manchuria for the prevention of plague, and, further, that Japan should compel the Chinese Government to capel the order prohibiting coolies from entering the province, since the enforcement of this order has entailed enormous losses to the railway and other industries in the Three Eastern Provinces. It is significant that the Chinese press did not consider the circumstances of the situation to warrant the steps suggested to the Government at Tokyo. They claimed that it was generally admitted that the Chinese Government had, from the beginning, done all that was reasonably possible to check and suppress the epidemic, while, with reference to the coolie traffic, it was pointed out that if the prohibition of that traffic, as a measure necessary to prevent the spread of plague, had entailed enormous losses to the Japanese railway, so also had the Imperial Chinese railways and Chinese industries in the Three Eastern Provinces similarly suffered. The Japanese proposal was described as meaning "the absolute disregard of Chinese sovereignty in the three Eastern provinces." It is obvious that it does. Against the supposition that this is the subject of the protracted discussion at the Tokyo Foreign Office, may be cited the agreement whereby Russia and Japan undertook "to recognise the independence and the territorial integrity of the Chinese Empire" and engaged "to uphold and defend the maintenance of the status quo" &c. &c. But what reliance can the world place on agreements of this character after what has happened in the case of Korea? We do not think, however, that the Powers would be so ready to acquiesce in the annexation of Manchuria as they have been in the case of Korea, for the exercise of Japanese sovereignty over the whole province of Manchuria, or even over the southern half, involves the partitioning of the whole Empire. As a Chinese contemporary says, "the further development of the question is awaited with interest."

Major and Mrs. Nathan of Tientsin are passengers for England by the *Marmora*.

Mr. Jas. F. Youngs, the popular advance manager of the Bandmann Opera Co., arrived in the Colony yesterday.

Increased duties on liquor imported into the Colony, passed by the Legislative Council yesterday, became operative immediately on stocks in bond as well as new imports.

A nasty accident occurred to Mr. Siets while mounting a griffin in the Hankow Race Club stable compound recently. The animal bolted and dashed into the hedge facing the stables. Mr. Siets pitched head first into the scrub and suffered some nasty cuts on the head, necessitating immediate medical assistance and the insertion of six stitches in his scalp.

The Hon. Rufus H. Thayer, Judge of the United States Court for China, who has recently visited Canton, to hold a session of the Court, contemplates taking a trip to the United States, and leaving about the 17th proximo expects to return to Shanghai about the beginning of October.

Mr. J. M. Beck, Superintendent of the Eastern Telegraph Co.'s Hongkong station, returned to the Colony from England yesterday, and accompanying him was Mr. Crane (formerly of Shanghai), who comes to Hongkong as deputy Superintendent. Mr. W. Swan, who has been acting Superintendent during Mr. Beck's absence, goes to Sharp Peak, and Mr. Gilby goes on promotion to Fuchow.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Hongkong and Shanghai Bank	\$100
J. D. Hutchison & Co.	50
W. G. Humphreys & Co.	50
Garrelle, Borne & Co.	50
Lane, Crawford & Co.	50
P. & O. Steam Navigation Co.	50
Router, Brookman & Co.	50
Siemens & Co.	50
Melchers & Co.	50

THE AVIATION MEETING AT SHATIN, KOWLOON.

On account of the many inquiries received about the arrangements for the aviation meeting in Shatin to-morrow, and the two following days, to which the manager cannot reply separately, he asks us to be the medium for the public and him.

It is true, he writes, that the difficulties were very great. Two other parties tried in vain to introduce this newest sport in Hongkong, but had to give up on account of the difficulties put in their way. The Far East Aviation Co. has complied with the wishes of the Government, not to have flights too near to Hongkong, although Happy Valley or even on the Bund, Connaught Road, opposite the Hongkong Club, above the Harbour, would have been much better exhibition places than the valley of Shatin and much more convenient to the public.

This permission could not be got, and on account of the new aviation regulations of this Colony, aviators are not allowed to ascend anywhere in this Colony without the written consent of the Governor. No regulation prevents any aviator, up to the present, to ascend, for instance, on Chinese territory, fly across the Colony, above the forts, take as many snapshots or sketches as he likes from above, and to return to Chinese or Portuguese territory again. No international law exists at present stipulating rights in the air. A spy, for instance, is at liberty to fly with an aeroplane, or an airship above the Hongkong forts, if he ascends outside the Colony and descends there too. On account of such rules and regulations, which are practically of no use whatever, Hongkong people who want to witness an airship flight must go to Shatin. It is certainly an ideal place for aviation, having splendid surroundings and being protected from winds practically on three sides. "A fine long beach, at low tide absolutely dry, will serve as the aerodrome. The Far East Aviation Co. is permitted to make flights from a spot which is nearly one mile long and three-quarters of a mile wide. To-morrow, and on Sunday and Monday special aviation trains will run to Shatin from 11 a.m. to 2.30 p.m. Large crowds of people it is expected will witness this exhibition, and the public are advised to book seats beforehand. One train will run every day at 2.30 p.m., conveying R.E. the Governor and/or his friends. For this train a limited number of seats can be booked beforehand at increased rates. Only aviation ticket holders will be carried in the trains to Shatin, and consequently the admission ticket must be obtained before the railway ticket. Tickets are procurable at the ticket-selling boxes of the Kowloon Ferry Boat & Co. in Hongkong and Kowloon. The trains will not stop between Kowloon main station and Shatin, but run right through.

Admission to the aviation grounds is by ticket only. The aviator is Mr. van den Born, who will make flights in a biplane of his own construction, of the Chanute-Tarman type, with quite a number of improvements. It is about the same type as that recently bought from Ferman by the British War Office. Mr. van den Born is an aviator who has successfully competed against France's best aviators, which is proof—that better flights cannot be seen in Europe. Persons not weighing more than about 11 stone can have a ride with Mr. van den Born.

There are stands and enclosures on the grounds and buffets also. The Band of the Rajputs will provide music.

The management, we are assured, will do its utmost to provide good weather, but in case the clerk of the weather does not stick to his contract, a blue flag will be hoisted on the C.P.R.'s flagstaff, opposite Blake Pier, if the flying is postponed. A red flag on the same flagstaff will indicate that the flights will take place.

Those who desire to inspect the machine house and the aeroplane, and to have verbal explanation of the working of the machinery must come in the forenoon between 9 and 11. All others than season ticket-holders must have an inspection ticket costing 30 cents, but for Schools and Corporations special arrangements can be made. Hongkong's best photographers will be present to take pictures of the occasion, and collections of the pictures taken will be circulated afterwards.

GOVERNMENT HOUSE.

Lieut.-General Sir James Wolfe arrived by the English Mail yesterday and is staying at Government House.

H.E. the Governor gave a dinner party at Government House last night, to which the following were invited:—Mr. and Mrs. Master, Mr. and Mrs. Ede, Mr. and Mrs. R. Hancock, Colonel and Mrs. Wrigley, Mr. and Mrs. Lawder, Commander and Mrs. Acton, Mr. and Mrs. Slade, Miss Young, Bishop and Mrs. Lander, Mr. and Mrs. Oakley, Mr. Barton, Mons. Liebert, Lt. Comdr. Dordet, Mr. and Mrs. Miss Tomes, Commander Lambie, Mr. and Mrs. von Wisser and Sir Francis Pigott.

The Hon'ble. Mrs. George Keppel, Sir Archibald and Lady Edmonstone, Baroness de Brien and Count Lutnow leave for the North to-day.

At Lady Lugard's "At Home" this afternoon there will be a short programme of music: Mrs. Barrington and Mons. Liebert will play the 2nd and 4th Movements, 1st Symphony of Schumann. Mr. Dorman Fuller will play Nocturne, Op. 15, No. 2 of Chopin, and Scherzo by Percy Pitt and Mr. Timmerscheidt will play a violin solo.

At the Magistracy yesterday Mr. Wood sentenced a Chinese to three months imprisonment and four hours' stocks for breaking into No. 46, Kowloon City Road, Hinghung, and stealing a quantity of clothing and an umbrella.

TELEGRAMS.

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THE RUSSO-CHINESE CRISIS.

YUAN SHI-KAI'S RECALL ADVOCATED.

PEKING, March 16th.
The Government has expressed its intention to agree to the Russian proposal to establish Consulates in Mongolia, independently of the duties question, which it thinks can be otherwise arranged. The Government also agrees to restrict disagreeable monopolies in the territory. It is thought that if this is carried out it will end the crisis.

The Provincial Assemblies are urging the immediate convocation of the National Assembly in order to settle the difficulties with Foreign Powers.

The friends of Yuan Shi Kai are advocating his recall.

ANGLO-JAPANESE COMMERCIAL TREATY.

STATEMENT BY MR. BUXTON.

LONDON, March 16th.

At the annual dinner of the Associated Chambers of Commerce of Great Britain, Mr. Buxton, President of the Board of Trade, stated that information received from the Chambers of Commerce enabled the Government to place a case before the Japanese Government, and he hoped a satisfactory conclusion of the negotiations for a Commercial Treaty would be reached.

Mr. Kato, the Japanese Ambassador, dwelt upon the friendliness which has marked the negotiations, and said he had every confidence that the Anglo-Japanese negotiations would end satisfactorily before long.

RUSSO-CHINESE RUPTURE.

LONDON, March 16th.

The St. Petersburg Press publish strong anti-Chinese articles, and predict a rupture in the relations between the two countries unless China yields.

RUSSIAN INFLUENCE IN PERSIA.

LONDON, March 16th.

A Teheran message states that the evacuation of Kazvin was completed in the morning, except for eighty Cossacks left as a Consular guard.

THE MERCANTILE BANK OF INDIA, LIMITED.

We are officially informed that at the forthcoming general meeting of shareholders of the above Bank the directors will recommend a dividend of 4 per cent. for the past half-year on "A" and "B" shares free of Income Tax (making with the interim dividend, 7 per cent. for the year). They have also made the following appropriations, viz:—

£40,000 to Reserve, making it £325,000.
£5,000 to Officers' Pension Fund.
10 per cent. bonus to Staff.
£25,500 carried forward to next account.

ROYAL HONGKONG GOLF CLUB.

The Captain's Cup was played for at the Happy Valley from the 11th to 13th March with the following results:—

	Gross Handicap	Net
E. R. Hallifax	93	16 = 77
J. Clark	83	1 = 82
H. F. Stoneham	99	17 = 82
Major Caulfield	89	5 = 84
A. Ritchie	94	10 = 84
Rev. W. Foster-Pegg	85	scr. = 85
Capt. Nicholas	94	9 = 85
J. D. Kinaird	101	16 = 85

	45 entries.	POOL.
E. R. Hallifax	93	16 = 77
J. Clark	83	1 = 82
Major Caulfield	89	5 = 84
A. Ritchie	94	10 = 84
Rev. W. Foster-Pegg	85	scr. = 85
Capt. Nicholas	94	9 = 85
L. Evans	100	13 = 87

Winner of Cup.
† Winner of Pool.

LATEST STEAMER MOVEMENTS.

The C.P.R. Co's str. *Empress of Japan* arrived at Nagasaki at 8.30 a.m. on the 16th inst., and left again at 2.30 p.m. same day for Kobe, where she is due to arrive at 4 p.m. on the 17th inst.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday at the Council Chamber.

The following were present:—
His EXCELLENCY THE GOVERNOR, Sir FRANKLIN JOHN DEATHLEY LUGARD, K.C.M.G., C.B., D.S.O.
His EXCELLENCY THE GENERAL OFFICER COMMANDING THE TROOPS (MAJOR-GENERAL C. A. ANDERSON, C.B.).
Hon. Mr. C. GLENNIE (Colonial Secretary).
Hon. Mr. W. DAVIES, K.C. (Attorney-General).
Hon. Mr. A. M. THOMSON (Colonial Treasurer).
Hon. Mr. W. CHATHAM, C.M.G. (Director of Public Works).
Hon. Mr. A. W. BREWIN (Registrar-General).
Hon. Captain E. W. LYONS (Captain Superintendent of Police).
Hon. Mr. WEI YUE, C.M.G.
Hon. Dr. Ho Kai, M.B., C.M.G.
Hon. Mr. H. E. POLLOCK, K.C.
Hon. Mr. E. A. HEWITT.
Hon. Mr. E. OSBORNE.
Hon. Mr. H. KESWICK.
Mr. R. H. CROFTON (Clerk of Council).

MINUTES.
The minutes of the last meeting were read and confirmed.

NEW MEMBER.
Captain F. W. LYONS took the oath, and assumed his seat as a member of Council.

FINANCIAL MINUTE.
The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table Financial Minute (No. 20), and moved that it be referred to the Finance Committee.
The COLONIAL TREASURER seconded, and the motion was agreed to.

FINANCIAL.
The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table Report of the Finance Committee (No. 3), and moved its adoption.
The COLONIAL TREASURER seconded, and the motion was agreed to.

LIQUOR DUTIES INCREASED.

The COLONIAL SECRETARY—Sir, under standing rule of this Council No. 13 (h) any motion the urgency of which is admitted by the President and two-thirds of the members present may be made without previous notice. Your Excellency as President of this Council has authorised me to state that you admit the urgency of the motion which I desire to bring forward. Therefore I would ask the leave of hon. members to make the motion. I may say it is an amending the liquor tariff, and now I am about to move it I hope to satisfy members of its urgency.

The motion of urgency was admitted, and the Colonial Secretary was accorded permission to proceed.
The COLONIAL SECRETARY—I beg to thank hon. members of the Council for their support, and without further delay I will lay upon the table the resolution in question. Its object is to increase the duties on intoxicating liquors, European and native—and if hon. members will be good enough to turn to section 41 of the Liquors Consolidation Bill, which was left in committee at the last meeting of the Council, and follow my remarks with that section before them, I hope to make clear the nature of the proposed amendment. Under that section champagne was differentiated from the other sparkling wines with respect to tariff, but it is now proposed to group them in the same class and charge them with the total duty for twelve months on other sparkling wines. I may say, Sir, that the total duty for twelve months on other sparkling wines was only \$855, and it does not seem worth while to make a special class for so small an item. Moreover, sparkling wines are expensive. They are a rich man's drink, and there appears to be no sufficient reason for discriminating between them and champagne. Section 41 provides for a duty of \$5.60 per gallon on all brandy and liqueurs. This will be raised to \$4.20 per gallon, an increase of 60 cents per gallon, which is estimated will increase the revenue \$3,000 per annum. The duty on whisky will be raised to \$3 per gallon, another increase of 60 cents, making in an estimated increase of \$12,000 per annum in revenue. Gin will be placed in the same class as whisky and charged the same duty. This will produce, we believe, an additional \$15,000, but possibly if increased duty results in decreased consumption the item may prove to be over-estimated. The duty on rum and other spirituous liquors has been raised by 30 cents, making the price \$1.50 per gallon. The consumption is rather small and the additional revenue will amount to only \$500 per annum. There will be an increase of 60 cents duty on champagne and other sparkling wines; that is to say, the duty will be \$3 per gallon, resulting in an estimated increase of revenue of \$4,000. On port, sherry, and madeira there will also be an increase of 60 cents, making the duty \$2.40 per gallon, and producing an expected extra \$2,000. On all other still wines in bottle the increase is 80 cents per gallon, making the duty \$1.50, which will give an estimated increase of \$2,500. The duty on other still wines in wood is double, making \$1.20 per gallon and producing an estimated increase of \$7,000 per annum revenue. The duty on all other intoxicating liquors, excepting spirits of wine and native wine, and spirits, has been left unchanged. Neither has any change been made in the duty on spirits of wine or arrack. The effect, therefore, of these alterations if they meet with the approval of the Council, will be to increase the revenue on European liquor by \$47,500 per annum. Turning now to the tariff on native wine and spirits, I may say, briefly, that it is proposed to double the duty on all items with the exception of native liquors distilled in the New Territories, not including New Kowloon and Cheung Chau. This duty remains at five cents per gallon, while the others stand at 30, 40, 50, 70 cents and one dollar, respectively. We anticipate an increase of two and a half lakhs per annum revenue from this source. Therefore the effect of the resolution which I have the honour to lay before you will increase the revenue on liquor by \$297,000, or, roughly, three lakhs per annum. Before going further I should like to say that the figures just given were taken from estimates prepared by Mr. Treiman, the superintendent of imports and exports. As, however, the liquor duties have existed in this Colony for so short a time the figures on which to base the estimates were very meagre. A comparison with the collection statistics for November, December, January and February with the same months in 1910 shows an increase of 26 per cent. in the revenue, due perhaps to the exhaustion of old stock. In order to be on the safe side Mr. Treiman in framing the estimate allowed for a possible decrease in consumption owing to increase in tariff and allowed for an increase of 15 per cent. only over last year's figures.

There is proverbial danger in counting one's chickens before they are hatched, and in view of the ununlucky anticipations made with regard to the liquor revenue it is sincerely to be hoped that the estimated three lakhs to be derived under this resolution will prove to be too cautious rather than too sanguine an estimate. If you refer for a few moments to the Colonial Estimates for the current year, on page 19 you will find that the total expenditure of this Government is calculated to be \$7,385,320. On page 5 the revenue for the current year is placed at \$7,085,383. Therefore, there is a deficit of \$299,937, or, roughly speaking, three lakhs is the deficit on our budget this year. Your Excellency informed the Council at the last meeting that the Imperial Government had made a contribution of \$120,000 to this Colony during 1911 on account of the loss of opium revenue. This sum converted at 1/9 to the dollar, the rate of exchange on which the estimates for this year had been framed, amounts to \$137,143. Therefore, even after allowing for the Imperial contribution we have to face a deficit of \$161,794, more than a lakh and a half. If you will turn to page 9 of the estimates you will see that a sum of 73 lakhs is set down as the gross revenue we expected to derive from the liquor duties in 1911, but according to the recent report made by the superintendent of imports and exports the most we can hope to collect during the current year, after allowing 15 per cent. as the increase on last year's figures, will only be between 52 and 6 lakhs. Therefore at least another lakh and a quarter must be added to the deficit, which becomes \$226,794. Moreover, as military contribution has to be paid on the gross revenue collected, and as under this resolution if adopted the gross revenue will amount to six lakhs plus three lakhs, that is to say, nine lakhs instead of 73 which appear in the estimates, we shall have to pay the Imperial Government twenty per cent. on the balance of one and three-quarter lakhs, a sum of \$35,000. The deficit then becomes \$261,794, more than three lakhs. Therefore, if during 1911 we continue to raise an additional three lakhs by increasing the liquor duties we will not quite cover the deficit. Unfortunately, however, I am almost certain that for 1911 we shall not derive an additional three lakhs from this source. Seventy-two days of this year have already passed, and when due allowance is made for this fact Mr. Treiman reckons that during the remainder of the year there will be only an extra \$38,000 on European and \$125,000 on native liquor, that is to say, \$223,000 in all. Adding six lakhs to this sum, you will see the gross liquor revenue this year will be \$823,000, and on the difference between this sum and the 73 lakhs in the budget (\$98,000) military contribution amounting to \$19,600 must be paid. The net proceeds derived for 1911 from this source therefore would be only \$203,400. We shall therefore have to face at the end of the year a deficit of \$118,394. The figures quoted by me make no allowance for the payment of rebates either to the naval or military authorities. Hon. members will recollect that when in the autumn of 1909 the Bill was introduced and passed through this Council imposing for the first time a duty on intoxicating liquor, the immediate result was that the liquor dealers raised the price to the consumer from a date on which the Bill became law. Old stock was not taxable, and, as, owing to considerable notice given, much liquor was rushed into the Colony from the neighbouring ports before the tariff took effect, the result was that the proceeds of the tax went largely, not to the Government, but to those engaged in the liquor trade. Consequently the estimate of six lakhs for 1910 was not realised, the sum actually collected being only \$443,900. I turned by this example Government wisdom on the present occasion to ensure the proceeds of the tax going to the public revenue and not to private merchants. It will be obvious to hon. members that unless the tariff takes effect to-day, it will be possible for liquor dealers to pay duty at the present rate and take liquor out of bond, and if that is done the Government will not benefit from the new tariff until the whole supply is exhausted. Meantime it is not improbable, as was done on the last occasion, that the price to the general public will be raised as from the date of the new tariff. I am sure that everyone here will agree that this rendering to Baobas the things which are Oester's could not be contemplated by the community a second time. The Sir, the first occasion on which it has been my duty to address the Council, and I greatly regret on such an occasion to have to move a resolution affecting in a greater or less degree the pocket of everyone of us, and perhaps hitting his Excellency harder than any other member. At the same time the financial situation is such that an increase in taxation is necessary, and every day's delay means that at the end of the year we shall have to face a larger deficit. I beg to move the resolution. (Applause.)

Duty.
Resolved, that there shall be paid upon intoxicating liquors hereafter imported into, distilled, made or prepared in the Colony the duties following, namely:—

	Per gallon
On all brandy and liqueurs	\$4.20
On all whisky and gin	3.00
On all rum and other spirituous liquors	1.50
On all champagnes and other sparkling wines	3.00
On all port, sherry and madeira	2.40
On all other still wines in bottle	1.50
On all other still wines in wood	1.20
On all other intoxicating liquors excepting spirits of wine and native wine and spirits	0.24
On all spirits of wine and arrack	3.00
On all native wines and spirits:—	
(a.) 30.40 cents a gallon on the native liquors known as Liu Fan and Shuang Ching and on the following sweetened, prepared and medicated wines:—	
No Mai Tsau, Hak No Mai, Man Kau, Yuk Lan, Ning Mun Tsau, Tsing Mui, Muk Kwai, Sam Fung, Wu Tsau, Shui Li Tsau, Shan Kat, Lung San Tsau, Tai Kuk, San Pin, Tit Tsau, Fung Shap and Wai Shang.	
All such liquor shall contain not more than 25 per cent. of alcohol by weight.	
(b.) 50.40 cents a gallon on the native liquor known as Sam Ching, containing not more than 35 per cent. of alcohol by weight.	
(c.) 50.50 cents a gallon on the native liquor known as Ka Tsau and on the following sweetened, prepared or medicated wines:—	
Ng Ka Poi, Mui Kwai, Lo, Se Kwok Kan, Ng Kwat, Muk Kwai, Yau Chan Lo, and Ko Leung Koa.	
All such liquor shall contain not more than 45 per cent. of alcohol by weight.	
(d.) 50.70 cents a gallon on the native liquor known as Pau Tsau, if containing 50 per cent. or under of alcohol by weight, with the addition of two cents for every one per centum between 50 per cent. and 55 per cent. of alcohol by weight.	
(e.) \$1.00 a gallon with the addition of eight cents for every one per centum above 55 per cent. of alcohol by weight on any native liquor containing above 55 per cent. of alcohol by weight.	
(f.) 60.05 per gallon on all native liquor distilled in the New Territories, not including New Kowloon and the Island of Cheung Chan, for consumption in the said Territories.	

Further resolved:

(1) On native wines and spirits declared or labelled as belonging to any of the above divisions the appropriate duty thereon laid down shall be paid except that on any native liquor however declared or labelled found by the Government Analyst or such person as the Governor may from time to time appoint in that behalf to contain more alcohol than is permitted in the division to which it is declared or labelled as belonging, there shall be paid the appropriate duty of the division in which the amount of alcohol found has placed it; each division in such case shall represent native liquor of the limit of strength in alcohol therein stated and irrespective of any definition or description of such liquor, and on any native wines and spirits not declared or labelled as belonging to any division there shall be paid the duty appropriate to the division in which the amount of alcohol found by the Government Analyst or such person as the Governor may from time to time appoint in that behalf has placed it.

(2) Still in the New Territories (not including New Kowloon and the Island of Cheung Chau) shall be prohibited from sending liquor produced in these stills to Hongkong or to New Kowloon; provided that any licensee of a distillery who desires to send such liquor to Hongkong or New Kowloon may be granted a permit to do so, upon payment of the duties charged in Hongkong or New Kowloon.

(3) On intoxicating liquors other than spirits of wine, brandy, or native wines and spirits, imported into, distilled, made or prepared in the Colony above proof strength there shall be paid an additional duty of 4 cents for every degree above proof in the case of brandy, 3 cents for every degree above proof in the case of whisky, and 2 cents for every degree above proof in the case of any other liquor.

The Colonial Treasurer seconded. Hon. Dr. Ho Kai—Though not opposed to the resolution *in toto* there are some items which press very heavily on a very large section of the poorer classes of the Chinese community, and I feel it my duty, unless they are altered, to oppose the resolution. We have just heard from the Colonial Secretary that the increase on European wine only amounts to about \$40,000 a year, whereas on native wines and spirits the increase comes up to 2½ lakhs of dollars. That is to say, roughly, six times as much. To me, Sir, it seems to be an extremely unjust and unfair arrangement, and unless the figures are altered I am afraid myself and my colleagues opposite will have to oppose the resolution on behalf of the Chinese population. Take the item on native wines and liquors known as *lu pua* and *sheng ching*. These are consumed by the poorer class. The better class with few exceptions consume a much better class of wine and a great number of Chinese now take European wines, so that the latter could bear a higher proportion of the new duty and would willingly do so. For the lower class Chinese it seems to me exorbitant that they should be asked to pay 30 cents per gallon. Now, Sir, I think in taxing the people we should consider the details in such a way as to make them bear a share in proportion to their means, and it seems to me that while beer bears a duty of 24 cents Chinese wine should not pay anything like 30 cents per gallon. No doubt it is necessary, to raise additional revenue, and if the Government are going to raise it by increasing the duty on liquor I hope they will get a better scale than the present one. I had no idea that this was coming on. It was a surprise to me, and I had not the slightest chance of obtaining any information about the details of the resolution. I don't think we can rush it through to-day. We want one or two days to discuss it. I quite appreciate the point raised by the Colonial Secretary, but at the same time I consider it is very bad to establish a precedent of this kind.

The Hon. Mr. Hewitt—Your Excellency, in bringing forward this resolution now before the Council the hon. Colonial Secretary referred to many points relating to the general question of the duty on liquor, and I presume I am also entitled to refer to them. In the first place, I say that half a cent is better than no bread. We got \$29,000 for the first year, \$12,000 for the second, and possibly by the gracious goodwill of His Majesty's Ministers at Home we may get \$12,000 for the third year.

His Excellency—It is promised in the telegram which I read to the Council at the last meeting.

Hon. Mr. Hewitt—All right, Sir. \$13,000 for three years, in my opinion is altogether inadequate for the very heavy financial loss which has been forced upon this Colony through the action of the Home Government. It is all very well to say that our opium divans were working from year to year on a three years' licence. Consequently the Imperial Government in ordering us to adopt a certain form of policy which I think is very unsound; and others who have lived for many years on the spot and who know a great deal more of the needs of Hongkong than His Majesty's Government also agree with me, that it is altogether inadequate. We are permanently deprived of a large proportion of our revenue through the action of the policy which has been adopted which reduces the consumption of opium in the Colony is very doubtful. We realise that the forcible closing of the divans has encouraged illicit smoking and has abnormally added to the work of the police, and the possibility that they had formerly of keeping under control the lower, and more particularly the criminal, section of the Colony has vanished. The question is a very important one, and seeing this is a matter of public concern, can I appear over the border and in a very difficult to trace them. I maintain that this comparatively trivial sum thrown up by the Imperial Government does not by any manner of means compensate us for the loss, financial and otherwise, which has been forced upon us by a policy to which most of us objected or would have objected. The question of the military contribution I will not touch upon, beyond reminding your Excellency that on former occasions I have spoken in the strongest possible manner against the undue proportion of our revenue annexed by the Home Government for the Imperial military defence of the Colony. The question has been fought out by this Council and by the Chamber of Commerce for the last fifty years, and I still consider we are unjustly treated by the Imperial Government. Coming now to the question of difference between actual and estimated revenue derived from liquor, if I remember rightly your Excellency speaking two years ago on the estimate which had no doubt been very carefully prepared by responsible officers, put it somewhere between \$500,000 or \$700,000. I myself, having made careful inquiries from the leading wine merchants and Chinese engaged in the wine trade, considered that after the first year had passed, that is to say, after the stocks rushed in were worked off, that certainly in the second year we should get nearer one million than three-quarters of a million dollars. As a matter of fact the figures show that we only got about a third of that sum, I cannot bring myself to believe that there is any other excuse for the enormous

difference between the estimated and the actual amount than that there must be wholesale smuggling. How it is carried on, I don't know, and I don't attempt to explain. I cannot possibly conceive how the figures which were supplied to your Excellency by officers who were thoroughly acquainted with the business in the Colony—I cannot possibly believe that although my estimate was possibly optimistic they could be so hopelessly wrong. I think there is serious leakage, and this is a point to which the attention of officials should be chiefly directed. The Bill we accepted very reluctantly. It was most distasteful to the whole Colony. We only did it because we believed that it was absolutely necessary to raise new revenue and that this particular tax on the community would be a reasonable one and would have the desired result. The desired result, a sufficient revenue, has failed us. I cannot but believe that the revenue must be some alarming amount of leakage, and I cannot bring myself to believe that the estimate I put before us two years ago could be so far wrong. With regard to the military rebate, that was a point to which unofficial members directed your Excellency's attention when the Bill was under discussion. We considered it a very great hardship that we should have to tax ourselves with a very objectionable form of taxation to meet the loss that was forced upon us. We realised that when we got this extra revenue we have to pay one-fifth of it for the military contribution, a payment which we consider excessive. The senior unofficial member spoke of the tariff in detail. Personally I more or less accept this tariff. I have an open mind on the subject, and if reasonable argument is brought forward to show that it is inequitable in its provisions, I am perfectly willing to cast my vote in favour of its revision. As a matter of fact, as the case now stands, I think it is correct. The senior unofficial member complained that an undue proportion of the increase of the revenue which it was hoped would be obtained by the event of the tariff being passed would fall upon the Chinese. I would remind the hon. and learned gentleman that the population of this Colony is something like one foreigner to 30 Chinese. Therefore, it does not seem to me that the difference between the two sums as stated by the Colonial Secretary bears the interpretation put upon it by the hon. member (Dr. Ho Kai). Under the point which I think would be admitted by hon. members if they looked more carefully at the fact that the tariff is based on a declining with the question of native wines or liquors that contain not more than 25 per cent. of alcohol by weight. I think it is admitted that no foreigner would possibly dream of drinking liquor containing 25 per cent. of alcohol, and I am perfectly certain that the Chinese, who are extremely abstemious, would water this down very considerably. Therefore, because the figures are based upon 25 per cent. of alcohol it does not show that the Chinese are overtaxed in proportion. Sub-section 3 shows the alcohol percentage at 35, sub-section 4 at 45, and sub-section 5 at 50 to 55, so I think the senior unofficial member on reflection will see that the proportion falling upon Chinese as opposed to the foreigner is not excessive. I quite appreciate the argument put forward by the hon. Colonial Secretary that it is advisable to bring the alteration of the Ordinance into effect as promptly as possible in order to prevent the rushing in of liquor before the new duties take effect, but I do not think it will be a serious loss to the Government to ask them to postpone the resolution for at least a week, because the amount of liquor that could be rushed in during that time would be very small and would be soon worked off. Do you suppose for a moment that it pays a merchant to rush in liquor which means cost of warehousing, fire insurance and many other charges? It cannot possibly pay a wine merchant to hold a large stock of liquor for any extent of time. I hope, therefore, Sir, that this resolution will not be passed and become law at this meeting until the unofficial members of the community have had an opportunity of considering the alterations and expressing their views on the subject at a later meeting.

Hon. Mr. Osborne—Sir, I merely wish to express my concurrence in what has fallen from the lips of the hon. member who represents the Chamber of Commerce. I congratulate the Government upon the accuracy which has been observed in the introduction of this measure. Like the hon. senior unofficial member, it has come upon us all as a big surprise. I admit the necessity of it from the Government's point of view, but I do not admit that the loss of revenue which the Colonial Secretary says will ensue if this measure is not rushed through the Council to-day will be sufficiently serious to spring this additional burden upon the community without notice. I therefore regret that I cannot support the motion.

His Excellency—Gentlemen, I will endeavour to deal with the various objections to this resolution so far as they have been put forward. First, to take the point raised by the senior unofficial member. He complains that the tax which is imposed on liquor consumed by the lowest class of Chinese is in excess of that imposed on the lowest class of those who consume European beer and stout. I have two points in that connection to bring to the notice of the Council. One is, so far as I understand, and I speak subject to correction, that the consumption of spirits and that class of liquor is not what I might call part of a meal of the lower class Chinese, whereas beer and stout may be said to be part of the diet of soldiers and by that section of the population who consume that kind of liquor.

Hon. Dr. Ho Kai—That is a mistake, Sir. Some of the part of the meal of lower class Chinese. I think my colleague will bear me out. Hon. Mr. Wei Yik—That is true.

His Excellency—I accept the correction. In connection with that tax I was also going to say that I find from the scale which is adopted in the Straits Settlements that the lowest tax on all liquors less than forty per cent. proof spirit is one dollar. We are only imposing a tax of 24 cents against the Straits Settlements tax of one dollar. I may say, gentlemen, that our taxes on native wines and spirits in all their different grades have hitherto been so far as I know somewhere about one-eighth to one-tenth the amount charged in the Straits. It cannot therefore be said that we have been unreasonably hard on the Chinese population. On the other hand, if the Council think it advisable to alter that one class and to make the rate leviable on Chinese liquors the same as on European liquors, 24 cents, the Government is prepared to concede that point. I would like to leave it to the discretion of the Council. The next which the hon. member raised was that taxation as a whole falls very heavily upon the Chinese community as apart from the European community. I do not touch the question as to whether the tax imposed replaces to some extent the loss incurred by the opium policy, and the fact that the revenue of the former was largely derived from the Chinese. If we assume the population of Hongkong, exclusive of the New Territories, is, say, 300,000, of which the European population is somewhere about 12,000, we

have the proportion the European bears to the Chinese of one to 25. The amount which the Colonial Secretary told us would be derived from taxation bearing on the Chinese population was 2½ lakhs, and one-twentieth of that is \$10,000. Instead, the European population is to be taxed to the extent of \$47,000, that is to say, roughly, five times as much as the proportion to be derived from the Chinese. Therefore, it cannot be said that this resolution bears hardly on the Chinese population. I next pass to the remarks of the hon. member who represents the Chamber of Commerce. He headed first of all to the grant of the Imperial Government to make good the loss incurred by the closing of the opium divans. Whether that grant is a generous one or otherwise is a matter for individual opinion of the several members of this Council. As a matter of fact it is about half the loss which we have incurred, and I must repeat what I said before in the Council that the financial disability which the Colony is suffering at the present time is only due in a small proportion to the loss on opium. It is chiefly incurred by the large expense for the building of the Kowloon railway. The chief point with which the hon. member dealt was that the revenue which it was anticipated would have been derived from liquor ought to have been realised if it had not been for a very large amount of wholesale smuggling. We realise that when we got this extra revenue we have to pay one-fifth of it for the military contribution, a payment which we consider excessive. The senior unofficial member spoke of the tariff in detail. Personally I more or less accept this tariff. I have an open mind on the subject, and if reasonable argument is brought forward to show that it is inequitable in its provisions, I am perfectly willing to cast my vote in favour of its revision. As a matter of fact, as the case now stands, I think it is correct. The senior unofficial member complained that an undue proportion of the increase of the revenue which it was hoped would be obtained by the event of the tariff being passed would fall upon the Chinese. I would remind the hon. and learned gentleman that the population of this Colony is something like one foreigner to 30 Chinese. Therefore, it does not seem to me that the difference between the two sums as stated by the Colonial Secretary bears the interpretation put upon it by the hon. member (Dr. Ho Kai). Under the point which I think would be admitted by hon. members if they looked more carefully at the fact that the tariff is based on a declining with the question of native wines or liquors that contain not more than 25 per cent. of alcohol by weight. I think it is admitted that no foreigner would possibly dream of drinking liquor containing 25 per cent. of alcohol, and I am perfectly certain that the Chinese, who are extremely abstemious, would water this down very considerably. Therefore, because the figures are based upon 25 per cent. of alcohol it does not show that the Chinese are overtaxed in proportion. Sub-section 3 shows the alcohol percentage at 35, sub-section 4 at 45, and sub-section 5 at 50 to 55, so I think the senior unofficial member on reflection will see that the proportion falling upon Chinese as opposed to the foreigner is not excessive. I quite appreciate the argument put forward by the hon. Colonial Secretary that it is advisable to bring the alteration of the Ordinance into effect as promptly as possible in order to prevent the rushing in of liquor before the new duties take effect, but I do not think it will be a serious loss to the Government to ask them to postpone the resolution for at least a week, because the amount of liquor that could be rushed in during that time would be very small and would be soon worked off. Do you suppose for a moment that it pays a merchant to rush in liquor which means cost of warehousing, fire insurance and many other charges? It cannot possibly pay a wine merchant to hold a large stock of liquor for any extent of time. I hope, therefore, Sir, that this resolution will not be passed and become law at this meeting until the unofficial members of the community have had an opportunity of considering the alterations and expressing their views on the subject at a later meeting.

The Attorney-General—If I may add a single word to what your Excellency has said, my hon. friend opposite referred to the precedent. I would like to call his attention to the fact that the action of the Government is following closely on Home precedent. It is perfectly well known when the budget is introduced at Home all sorts of contrivances are used by trades likely to be hit in order to make preparation for the fatal day. The course the Government is taking on this occasion follows the Home precedent, which provides for the collection of duties on the day following the introduction of the Budget.

His Excellency—The resolution can be adopted as it stands and the question in regard to Chinese liquor can be raised as an amendment at our next meeting.

The vote was taken with the following result:

Ayes—Hon. Mr. Keewick, Hon. Mr. Pollock, Captain Superintendent of Police, the Registrar-General, the Director of Public Works, the Colonial Treasurer, the Attorney-General, the Colonial Secretary, the General Officer Commanding.

Noes—Hon. Mr. Osborne, Hon. Mr. Hewitt, Hon. Mr. Wei Yik, Hon. Dr. Ho Kai.

His Excellency—The Ayes have it.

NAVAL AND MILITARY LIQUOR REBATE.

His Excellency THE GENERAL—Your Excellency, in moving the resolution which stands in my name, viz., "That the annual payment of an import allowance to the Naval and Military Authorities made pursuant to Clause 41 (1) of the Liquors Consolidation Ordinance, 1910, be continued for the year 1911-12," I desire to submit some points for consideration. In the first place, if we grant Southern and North China, there are only ten stations where British troops are located. Of these ten two, namely, Gibraltar and Malta, are in a category apart. For Gibraltar is absolutely a free port and Malta is so far as it affects the military is virtually so. As regards the other eight colonies in which British troops are located, five of them, South Africa, Ceylon, Cyprus, Jamaica and Mauritius, grant either a rebate or a considerable allowance in the shape of the troops. One of them, Sierra Leone, allows free import of liquor for the troops. One—I speak from information from an officer who has served there—Singapore, allows the forces to get their liquor from bond on receipts without the imposition of any tax. One remains alone, that is Bermuda, which colony taxes the troops' liquor and grants no rebate. Thus seven out of these colonies recognise the undesirability of taxing the forces for the purpose of raising colonial revenue. Now there must be some large proportion of the population of these colonies have come to a decision not to tax the forces, and it seems to me that these causes may be sought partly in the fact that the troops are sent to a colony for its defence and for the security of its trade, partly from the fact that the colony which imposes taxation on His Majesty's forces thereby causes the forces at that time serving in the Colony to serve there for less emoluments than their predecessors did. Taxation once imposed

as an invariable tendency to increase, and if imposed on the troops as it increases so the popularity of service in that colony decreases. Such action must automatically affect the question of troops at Home, the difficulties of which at all times are considerable and periodically are a source of great anxiety to the nation. Also in considering the question there are many differences between the conditions of life in the Colony and at Home, and as it affects the soldier or sailor. A civilian in the first place comes to the Colony and stays here or leaves it as suits him. A soldier comes by order and leaves it by order also. Whatever the Colony derives from taxation such as improvement of works, improvement of administration and an increase in all the conveniences of life, the civilian who establishes himself in his trade or industry in that Colony if he suffers from that taxation at least he has a strong direct personal interest in the progress of the Colony in which he is interested. The soldier on the contrary is a hired hand and has none of that direct personal interest. His interest in any colony is merely the general imperial interest which we all have. These, I think, are at least some of the reasons which influence seven out of eight colonies as far as I have been able to ascertain in deciding as to their course of action with regard to taxation. In the particular case of the Colony of Hongkong there is another point. The civilian members of the community pay no income tax, but they pay a colonial house-tax. The soldier on the other hand has no such tax, but the colony pay their whole income tax while located in the Colony and, further, unless they are provided with Government quarters, pay a colonial house-tax as well. India has been cited as a precedent, but there are many reasons which make it an unfair precedent to compare with Hongkong. In the first place India pays the troops. This Colony does not. In India as long as the soldier is affected the price of beer in the canteen is the same for an imperial pint as it is at Home. That is the case in Hongkong. Here he pays half as much again, and if the rebate is abolished he will pay between 33d and 4d. As regards officers the difference in emoluments in India and in the Colony is so marked that it is impossible to compare the two places. In every rank, except that of a subaltern, they are much better paid in India than in the Colonies. If the rebate is discontinued, the price will be raised to something like 33d a pint in the canteens, and the result of this will be that a judgment which now exists for the soldier to frequent his canteen as a preference to outside establishments will disappear to a very large extent. In canteens no spirits are sold, and in other establishments where the soldier may go, instead of to his canteen, spirits are sold. The fact of his frequenting these places may not prove desirable. While it is obviously permissible for Hongkong or any other colony to discontinue the rebate they grant to the troops I submit that it is a matter for consideration whether this Colony should base its action on the sole, as far as I can see, precedent of Bermuda, or whether it should base that action on the precedent of seven out of eight of the other colonies which I have enumerated before. I therefore submit that it would be desirable that the rebate granted during 1910 should be continued during 1911.

Hon. Mr. Keewick—Your Excellency, I had intended to speak in support of this resolution, but after the way in which the General Officer Commanding the Troops has put the case before you there is nothing left for me to say. He has put every argument forward for the naval and military canteens being exempted from the extra duty, and it only occurs to me to say to you, Sir, that this would be an appropriate time to allow the Navy and Army this concession because the Government is trying to deal with the whole liquor question in its entirety. They are trying to do away with the shops and respectable incidents, a fact which emphasises the point made by his Excellency the General, who said that the man were likely to go from their canteens to places not so desirable. There is no use in my repeating all the arguments which have been put before you. I will merely say that I am entirely in accord with the resolution and am glad that the other unofficial members will also vote for it.

Hon. Mr. Hewitt—Your Excellency, we have all listened with the greatest possible attention to the plea made by the hon. and gallant member for the continuance of this rebate to His Majesty's Services in Hongkong, and I am perfectly certain that we all sympathise with the object which he has set at heart, but, Sir, we have got to look at it from a different point of view. I will more or less deal with the arguments of the hon. and gallant member as he put them forward. I will first say that the fact that various colonies make grants and do not make grants is, with all due deference, not quite the point we have to consider. Any question of this sort is simply a question of *non pro quo* *stipulis extra*, which is my own family motto, and which is rendered, "Take your own line of country." It appears to me that here we are not to be encouraged to go out of what we consider our proper line of country simply because somebody else goes in a different fashion. The question before us—as it is a very serious problem—is that you have to balance your books at the end of the year, and for a good many years, and being met by a heavily-increasing expenditure, we have to consider how, by hook or by crook, we are to increase our revenue. At the time this Bill was first passed, there was very great difference of opinion as to whether the rebate should be made in the first place, but in view of the extremely optimistic figures put before us we thought we certainly could afford to be generous. I made it now that we cannot possibly agree to give this concession, which amounts to something like a quarter of the total amount collected. The hon. and gallant member alluded to the necessity for the presence of an imperial garrison here. We admit the necessity and we are only too glad to find that they are here. We enjoy their society and also such protection as we may derive from their presence in the event of war, but I maintain that the presence of the forces here is an entirely imperial question, and it would not take so very much for Hongkong to be abandoned in the interests of the Empire at large. That is the question altogether. The hon. and gallant member put forward a very strong plea for the private soldiers more particularly on account of their increased expenses. We all incur increased expenses here. It is perfectly true that many years ago civilians came out here and after a time retired with large fortunes. I personally know of such cases, but those days have gone. Now increased taxation and increased expenditure are pressing upon us, and Hongkong is no exception.

The hon. member said the soldier came out by orders but the civilian could pick up his grip-sack and go off at any moment that he wished. The hon. and gallant member flicked me on the raw when he made that remark. I have been here thirty years and cannot go home. I am out here because I am earning my bread and butter. We have got to do our duty. Much as I love Hongkong, I would gladly leave the East to-morrow or rather on Saturday by the next English mail

if I was in a position to do so. I think the hon. and gallant member extremely overstates the efficient position of the civilian in Hongkong. If he pays his debts by the end of the year he is very lucky. I would remind the hon. and gallant member that taxation is not only increasing in Hongkong, but in England as well. I do not see in the present condition of our finances here that we are justified in going on making this allowance, which, after all, so far as some of the members are concerned, was grudgingly agreed to two years ago in the belief that we were going to make a larger sum than we have. The fact that a soldier has to pay an income tax when serving his country abroad is a question which hardly comes within our purview. If the Imperial Government like to tax their servants it is up to them to do so, and one of the conditions of service. The hon. and gallant member made rather a point, a good deal of a point, when he stated that if this rebate was not allowed the soldier would be encouraged to go elsewhere, and instead of drinking good wholesome beer and stout would be encouraged to drink spirits. In the end they would dissipate generally by going to grog shops. I think I am right in saying that every naval and military canteen in the Colony is rent free. It is on Government premises and controlled by commission and non-commissioned officers and others who are told off and who, if they get anything at all, only receive a small extra. The consequence is that all the facilities the Navy and Army have of selling cheap wholesome liquor will still enable the men to get cheap liquor than they can get outside. Another point which was pressed upon us by, I think, Colonel Darling, then the Officer Commanding, was that even if this rebate was granted, it was not to be used for the reduction of the price of liquor in the canteens. I think, therefore, that that particular argument of the hon. member falls to the ground. I think, Sir, in view of our financial position, and in view of the advantage which the canteens still possess over public houses, that even if this rebate is withdrawn it will be sufficient to hardship, and it is not likely to bring the men of His Majesty's forces to trouble by encouraging them to go to the lower grogshops of the Colony. I think the case has not been made out, and I sincerely hope that this rebate will not be continued.

Hon. Mr. Pollock—Your Excellency, I very much regret that I also must oppose the resolution which has been proposed by his Excellency the General Officer Commanding. The General referred in his speech to the increased conveniences of life in the Colony, and in the last few minutes I have jotted down on paper some of the increased conveniences which are enjoyed now by the officers and men in the troops of this Colony which were not enjoyed by them some fifteen years ago—and Sir, it is really extraordinary to see what an enormous increase in accommodation and in what I might call general conveniences of living is enjoyed now by the military forces of this Colony as compared with fifteen years ago. During that time, Sir, the Mount Austin barracks, which was formerly a hotel at the Peak, has been acquired by the military authorities as an additional barracks for the troops. During the same period new married quarters have been built in a very improved position as compared with the old married quarters. During the same period, again, a very fine military hospital has been completed upon the Bowring Road, a hospital which I think rather than to shame all the civilian hospitals in this Colony. (Applause.) In the same period Headquarters offices have been removed to a much more convenient position, and the old Headquarters offices, which were by no means convenient either in site or in general arrangement, have been abandoned. Then during the same period a considerable sum of money has been expended by this Colony which is entirely for the benefit of the general health of the Colony in the training of nullahs on the northern slopes of the hills of the island. Another point, Sir, to be mentioned which bears on the question of recreation is the opening of the Soldiers' Club in Queen's Road and the opening of the Soldiers and Sailors' Home in Arsenal Street. I think these are the points, Sir, which have occurred to me within the last few minutes as showing how very improved conditions are for the troops serving in this Colony as compared with only fifteen years ago, and, Sir, I think that we civilians certainly cannot claim to have progressed in anything like the same way. We have constructed a railway which has been a very expensive thing for the ratepayers of the Colony, and we are trying hard at the present moment to complete the Law Courts and the new Post Office. I am afraid, Sir, that the military authorities, so far as every convenience is concerned, have set us a very good example indeed in the progress made during the last few years. Another point which his Excellency the General Officer Commanding the Troops referred to was the suggestion that if this rebate was not continued the price of liquor in the canteen would go up. Well, Sir, I can only say that that would be the effect it is an effect which certainly should not follow, having regard to the provisions of Ordinance 45 of 1901, which it is proposed to replace by Clause 44 of this Bill. That Ordinance expressly provides that no part of the rebate shall be used for the purpose of reducing the prices of liquor in any canteen. It is quite obvious whether there is a rebate or not, as the hon. member representing the Chamber of Commerce pointed out, that the military and naval canteens will always have an enormous advantage over the ordinary public-house in this Colony because those canteens are rent free. They have not such heavy expenses in management and nothing to be paid in respect of any goodwill. As everybody knows who has any experience in these matters that in the case of an ordinary public-house the landlord expects to have to pay a fairly high rent and the public has to pay a considerably higher price for its liquors obtained in such houses. These conditions are always in favour of the naval and military forces in the Colony so far as regards the prices at which they can afford to retail their intoxicating liquors. I therefore, Sir, although sorry to have to oppose this resolution, feel bound to do so. We know that at the present moment the Colony is passing through a period of very great financial stress, and much as we should like to continue the rebate, I think, Sir, enough has been said at this meeting and recent meetings to show that it is a matter which we cannot afford, much as we should wish to make the concession.

The Colonial Secretary—Your Excellency, I will detain the Council only for a few moments in order to refer to one or two points which have been made. The first is that the resolution in the form in which it is submitted by the General Officer Commanding is not strictly speaking in order. The resolution reads: "That the annual payment of an import allowance to the Naval and Military Authorities

(Continued on page 7.)

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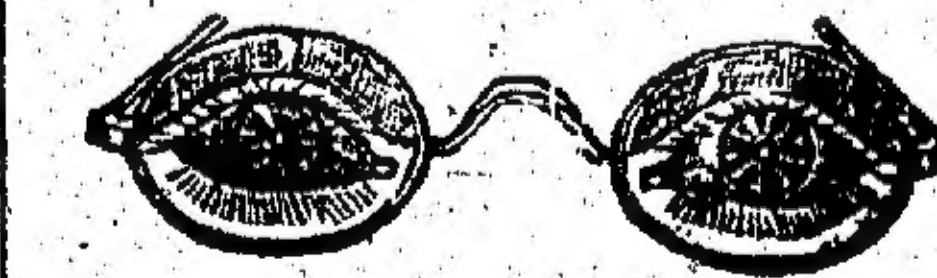
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HONGKONG GENERAL CHAMBER
OF COMMERCE.HISTORY FROM ITS INCEPTION.
29TH MAY, 1851, TO DATE.

(BY THE HON. MR. E. A. HEWITT, CHAIRMAN.)

(Continued from yesterday.)

At a meeting on 9th August the following resolution was passed: "That this Chamber desires to record its appreciation of the admirable conduct of the late Mr. Consul Gibson in bringing about a settlement in November last of the wrongs inflicted upon British subjects by the Chinese officials at Taiwan and its neighbourhood and of at length placing our relations with that part of the Empire upon a satisfactory footing."

The Honourable Mr. Taylor in his speech proposing this resolution fully set forth the services rendered by Mr. Gibson, which included the landing of an armed naval party at Amping. The Foreign Office severely reprimanded Mr. Gibson, and this, coming on the top of ill-health caused by the excursions and worries endured, ultimately caused his death. Mr. Gibson died at Amping on the 28th July, 1869.

The British Community thoroughly appreciated the great services rendered by Mr. Gibson in protecting the lives and property of British Subjects in Formosa, and as no other means were then unhappily open to them to mark their appreciation the above resolution was placed on record in the Minute Book—"with a view to doing some justice to his memory."

In September a resolution was passed with a view to extending the membership of the Chamber to all mercantile firms and persons engaged or interested in the trade of China. The Annual Subscription was then fixed at \$50 for firms and \$15 for individuals.

A recent discussion in Parliament on China affairs was referred to at this meeting when reference was made to the "retrogressive policy" towards China adopted by the British Government. The discussion was characterized as being most disappointing and unsatisfactory.

In quarters where correct information might reasonably be looked for the "retrogressive policy" was displayed, and the advantages to be derived from an extension of our commerce were "wholly ignored." After 40 years these statements unfortunately still hold good to an alarming extent.

The question of trade on the Upper Yangtze and the merits of the West River were discussed, and it was decided to draw up a letter explaining the subject of our commercial relations with China, this to be circulated to the principal Chambers of Commerce in order to make the question fully understood and to obtain the speedy redress for existing complaints.

Arrangements were subsequently made with Mr. J. C. Whyte, Barrister-at-Law, to draw up the letter.

Early in the year 1870 this letter was completed and despatched to the Secretary of State for Foreign Affairs (The Earl of Clarendon), who in the opinion of the Hongkong Community was entirely indifferent to the prosperity of Hongkong and its residents, and this appears to have influenced Sir R. A. Keok in drafting the new treaty. A letter was addressed to the British Minister, asking for an interview, which was granted. This meeting was arranged for, and simultaneously a large and influential meeting was held in St. Andrew's Hall, at the City Hall, on 3rd January, 1870, at which nearly 70 people were present, when some very strong remarks were passed—adversely criticising the proposed treaty and the attitude of the British Officials with regard to the Colony. A resolution remonstrating against the ratification of the proposed treaty was passed, and a Committee was appointed to draw up a memorial to H.M. Government setting forth the reasons for this remonstrance. The memorial was duly passed at the half-yearly meeting held on the 14th January.

About this time Mr. Michael Moss proposed to make an expedition into Southern China, more particularly along the course of the West River, and report to the Chamber with a view to finding new channels for trade.

It was suggested at one time that Mr. Moss might be attached to Baron von Richthofen's Expedition, but this was decided by the latter on the ground that the two expeditions were undertaken for entirely different purposes, the one commercial, the other scientific. After much discussion it was agreed to vote a sum of \$2,000.00 towards Mr. Moss' expenses, and it was suggested that that gentleman should appeal to the public for subscriptions; by this means a further sum of about \$3,000.00 was secured.

Mr. Moss asked for no payment, but merely for sufficient funds to cover his expenses.

In March of this year the Chamber of Commerce arranged with the Committee of the City Hall to rent a room there for \$75.00 a month, and this arrangement continued until 1905, when the Chamber's Offices were transferred to their present site in St. George's Building.

In October, 1870, Mr. M. Moss' report on his journey up the West River was received and ordered to be printed, his proposed expedition to Pakhoi having been abandoned.

The half-yearly meeting held on 23rd November, 1870, very severe comments were made upon the action of the Chamber of the Local Chinese Authorities, which permitted the atrocious murder of Europeans—chiefly Sisters of Charity—at Tientsin.

The year 1871 seems to have been a very uneventful one so far as the Chamber of Commerce was concerned. Renewed protests were made against licensed gambling in the Colony and complaint was also made as to the entire stoppage of trade with Pakhoi owing to the expedition sent against the town organised by the Imperial Maritime Customs with vessels commanded by British subjects.

Further references are made to the "blockade" of Hongkong, which still continued in spite of the promise of the Imperial Government to withdraw the obnoxious gunboats.

The question of obtaining prompt and reliable business telegrams from London and Shanghai had already repeatedly occupied the attention of the Chamber. In March, 1872, an arrangement was made to the regular supply of telegrams through Reuters Agency, and this was subsequently extended to political messages. This arrangement continued in force until 1902, when the services were transferred to two of the local papers, on the Hongkong Government withdrawing its annual subscription of \$15,000.00.

About this time the Chamber entered into correspondence with the Government, urging that steps be taken to arrange for the proper lighting of the approaches to the harbour. A question which constantly engaged the attention of the Committee from that date till the present time.

The question of a proper survey of the China Coast was discussed during 1873, and a proposal was made at the general meeting held on 27th January, 1873, to raise a special fund with a view to providing gratuities to native fishermen for reporting unknown reefs and rocks, as it frequently happened when a vessel was wrecked on an uncharted rock, the position of the rock was well known to the local boating people. This fund was subsequently raised and is still administered by the Chamber of Commerce.

At the same meeting a grant of \$500 was made towards the expense of printing Lar n Von Richthofen's work on China, and reference was made to the defective and entirely inadequate Fire Brigade. A protest was also made during the year against the withdrawal of the dollar note which had been first issued by the Hongkong and Shanghai Bank in 1872, under agreement with the Government.

During 1873 the Government asked the opinion of the Chamber as to the desirability of admitting the American trade dollar and the Japanese yen to circulate as legal tender in the Colony in view of the scarcity of Mexican dollars. There was a good deal of difference of opinion among the members on this question, and ultimately it was decided to request the Governor to communicate with the Home Authorities of the mint and currency to arrange for the coining of a suitable dollar for the Colony.

The question of the blockade of Hongkong by the Hoppo's vessels was again very fully discussed at a meeting in August of this year, as emboldened by previous successes, the Canton Officials were now stopping all junks entering and leaving the harbour, collecting dues not only on opium but on all other cargo. This not only on junks bound to and from between the Colony and Canton, but also on vessels coming or going between Hongkong and distant ports removed from the Hoppo's jurisdiction. Even fishing and vegetable boats were overhauled and compelled to pay dues, while the Hoppo's vessels not infrequently collected these taxes actually in the waters of the Colony.

The complaints became so numerous that the Governor appointed a special Commission to enquire into the matter, a member of the Commission of the Chamber being invited to a seat on the Commission.

Contrary to expectation, however, the Governor declined to furnish the Commission with a copy of the Commissioner's report. The Commission therefore decided to draw up a memorial to the Secretary of State pointing out that the trade of the Colony was being killed by the "blockade," that the Imperial guarantee given to the Colony as to freedom of trade was not fulfilled, and complaining of the utter inaction of the Government at Home to this most serious situation.

After discussion it was agreed to forward the memorial to the Secretary of State.

On the 22nd March 1875, the memorial was again referred to, and in this connection a formal vote of thanks was recorded to the late Governor, Sir R. Macdonnell, for the valuable services he had rendered to the trade of the Colony, services which were still to be carried out by Sir R. Macdonnell who was now resident in England. In May, 1875, the reply of the Secretary of State (Lord Carnarvon) was referred to and spoken of as being most unsatisfactory.

Judging from a statement made later by the Governor (Sir A. Kennedy) in the Legislative Council, it was hoped some little good had resulted from the agitation, but the Chamber did not endorse all the suggestions made by the Governor, and a letter to this effect was sent to the Secretary of State.

The year 1876 was another uneventful one, few questions of any importance coming up for consideration, while no progress was made in dealing with the Blockade, in spite of the efforts of the Chamber to put a stop to the illegal levies on goods arriving at and leaving the Colony.

The question of a proper coinage for Hongkong again arose during 1877, as much inconvenience was experienced in carrying on the trade of the Colony owing to the large proportion of "Chopped dollars," which necessitated the weighing of all coin passing hands.

In the earlier days of foreign trade with South China the "Carols," or "Pillar" Dollars as it was called, was the principal medium of exchange. This was shortly followed by the Mexican dollar and later by the New Mexican, and the United States trade dollar.

The question was now raised by the Chinese members of the Community, who presented a petition to the Chamber of Commerce praying that steps be taken to legalize the circulation of all classes of dollar (old or new) which had hitherto been in circulation chopped or otherwise.

[Note.—For the information of new arrivals in the Far East, it may be here mentioned that the chopping of silver dollars, which is known to many of us, consisted in each Chinese merchant through whose hands the coin passed, punching their mark on the coin. Such "Chopped" dollars are still not infrequently met with. The trouble of having to chop the dollars had been in circulation for a long period. The original shape of the coin was in many cases entirely altered, often resembling the form of a shallow cup, while the minting of the coin was disguised almost beyond recognition. In time even some of the coins were entirely pierced and native traders would produce a coin with an irregular hole out in the center and perhaps also some small fragments of broken silver, supposed to represent the missing part of the coin. It was obvious that these fragments taken together would fall short in weight of the original coin.—E. A. H.]

Considerable difference of opinion was expressed by the various members of the Chamber with regard to the proposal put forward by the Chinese, but finally the following resolution proposed by Mr. (now Sir Thomas) Jackson was accepted:

"That the Committee be instructed to reply to the Colonial Secretary's letter of 14th April, 1877, that this Chamber advocates that Government should mint chopped dollars weighed at 7.17 a legal tender in this Colony. Such dollars to be whole and not either clipped or pierced."

A further resolution was carried suggesting that the Government make the United States trade dollar legal tender (if unchopped) owing to the scarcity of Mexican dollars, and the fact that the British dollar might not be available for some considerable time. As a matter of fact the new British trade dollar did not make its appearance until 1895.

All the annual meetings on 7th March, 1878, the Chairman again brought up the question of re-establishing a mint in Hongkong for the coining of dollars and subsidiary coin which was duly carried. The Government, however, unfortunately did not adopt the proposal and what, as we now know, would have proved a very profitable undertaking and a great boon to trade was thus lost to the Colony.

At this meeting it was decided the mint was closed by Sir Richard Macdonnell "in diametrical opposition to the wishes of the Banks and Merchants of Hongkong," and that it was closed "by an error of judgment."

During the year further correspondence was carried on between the Chamber and the Government with regard to the registration of partners in Chinese firms trading in the Colony and the much vexed question of the Stamp Act, without, however, any appreciable progress being made in either direction.

At the annual meeting held on 4th March, 1879, a long discussion took place with regard to the Blockade, and it was finally decided to appoint a Committee to interview Sir Thomas Wade, the British Minister at Peking, who was shortly expected in the Colony, and to lay before him the grievances which existed in this and other matters of trade, owing to the action of the Chinese Officials in Kwangtung.

(To be continued.)

THE MISHAP TO THE "EASTERN."

COST OF REPAIRS ESTIMATED AT TEN THOUSAND STERLING.

The E. and A. Liner Eastern, which was aground on Salamander Bank, Moreton Bay, for ten days, was floated into dock yesterday, says the Brisbane Courier of February 10. The principal damage is on the port side of the keel, involving the whole of the bottom plating, which is more or less corrugated, from about the fourth hatch to about the engine-room. The whole length of the rolling chock on each side of the vessel is damaged, having evidently acted as a buffer and prevented further damage. Experts consider that the strength of the ship was her salvation, and those who examined her were greatly surprised to find that the damage was comparatively speaking, so little. It is reported that only one rivet was leaking badly, and that was in a tank. Captain Taylor stated that it was impossible at present to fully estimate the cost of repairing the ship, but he was of the opinion that it would involve an expenditure of about £10,000. The ship would have to remain in dock about six or seven weeks, unless overtime was worked. It is stated that there is now nothing to prevent the Eastern from proceeding to her repairing port, which, in this case, is Sydney.

The finding of the Marine Board in respect to the recent grounding of the steamer reached the Treasurer on February 10. The full particulars of the finding were not at once made available, the Minister having deemed it advisable before making it public to submit certain questions to the Marine Board, which are understood to have relation to the record and reputation of Pilot Maxwell. That officer is one of the oldest pilots in the service, with a record of some 22 years, during which he has had only one minor mishap, which was held to be adequately met by a fine of £1. Subsequently, the finding was made available, and it proved to be the following terms:—The board, having carefully considered the evidence, find that the stranding of the Eastern was due to error of judgment on the part of the pilot in navigating the steamer in the North Channel at full speed, when the loads were observed by a passing squall, instead of anchoring until the weather cleared. He appears not to have calculated the distance right, and also to have mixed up the identity of the buoys. The pilot frankly and unreservedly takes the blame for the casualty entirely to himself, and the board are unable to discover in the evidence anything to warrant them either taking an opposite view or as implicating anyone else. The board therefore find that the stranding was caused by the default of Pilot Maxwell, and recommend that his licence as a pilot for the port of Brisbane be suspended for three months. The finding of the board has been endorsed by the Minister.

WEATHER REPORT.

On the 16th at 11.55 a.m.—The barometer has risen quickly over E. Japan and fallen considerably on the E. and N.E. coast of China. The depression lying over N.E. Japan yesterday has moved away over the Pacific.

A depression is developing over the Eastern Sea, and a low pressure area still covers Tongking and S.W. China.

The high pressure area lies now over E. Manchuria.

Moderate S.E. winds may be expected over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood (S. winds, fresh; squally, showery.)
Formosa Channel ... variable winds, moderate.
South coast of China between Hongkong and Lamook. Same as No. 1.
South coast of China between Hongkong and Hainan. Same as No. 1.

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Superior to Emulsions or Cod Liver Oil.

Each tiny Morrhual capsule represents the medicinal value of a teaspoonful of oil.

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SHIPPING IN PORT

STRAMERS	AGENTS
ANGKIM, German str., 1,005, J. Minkwitz, 13th March—Bangkok 5th March, Teak and Rice—Butterfield & Swire.	
BEACHY, British str., 4,000, F. Walker, 25th Feb.—Tacoma and Honolulu 5th February. Lumber, Flour and Machinery—Dodwell & Co.	
BURBU MARU, Japanese str., 1,935, Takada, 14th March—Mojoi 7th March, Coal—Mitsui Bussan Kaisha.	
CHONGHONG, British str., 1,220, V. McLeod, 15th March—Tientsin 8th March, General—Jardine, Matheson & Co.	
CHILDAS, Norwegian str., 1,102, N. Hjorth, 15th March—Bangkok and Swatow 12th March, Rice and General—Aagaard, Thoresen & Co.	
CHINGTUNG, Norwegian str., 1,759, A. Bjoes, 26th Feb.—Saigon 20th Feb, Rice—A. Buns.	
CHITUNG, Chinese str., 1,177, Stewart, 9th March—Shanghai 8th March, General—C. M. S. N. Co.	
CHONGKONG, British str., 1,434, M. Courtney, 15th March—Shanghai 10th and Swatow 14th March, General—Jardine, Matheson & Co.	
CORON, British str., 3,542, F. G. Scott, 9th March—Batik Papan 2nd March, Bulk Oil—Asiatic Petroleum & Co.	
EUSTON, British str., 2,752, C. E. Underwood, 12th March—Newport, Mon., 4th January, Coal—Order.	
FEL, Norwegian str., 860, N. G. Andersen, 11th March—Kwan-chow-wan 10th March, Salt—Aagaard, Thoresen & Co.	
GETTEVALE, British str., 2,845, J. W. Steel, 12th March—Rangoon 27th Feb, Rice—Mitsui Bussan Kaisha.	
HAICHING, British str., 1,257, W. C. Passmore, 15th March—Poochow 12th March, General—Douglas, Leprie & Co.	
HOLSTEIN, German str., 1,103, D. Henk, 7th March—Haiphong and Kohow 5th March, General—Jensen & Co.	
HONGKONG, French str., 739, A. Cornelissen, 14th March—Haiphong 12th March, General—A. Buns.	
HOBANG, British str., 1,359, J. M. Hay, 9th March—Bangkok 3rd March, Rice—Jardine, Matheson & Co.	
HONG SHUN, Chinese str., 508, Markussen, 9th March—Manila 6th March, Ballast—Order.	
IONAND, British str., 1,228, Lewis, 9th March—Swatow 8th March, Ballast—Butterfield & Swire.	
KIANG PING, Chinese str., 1,222, H. Udden, 9th March—Chinkiang 20th Feb, General—Lung Lee & Co.	
KORAN, German str., 987, Oldsen, 3rd March—Bangkok 19th Feb, Rice—Butterfield & Swire.	
KWONGLOON, German str., 1,234, Vestper, 6th March—Hongay 4th March, Coal—Hamburg-America Linie.	
KUICHOW, British str., 1,219, Forsyth, 15th March—Tientsin 8th March, General—Butterfield & Swire.	
KUNAJIRI MARU, Japanese str., 2,763, T. Chiba, 25th Feb—Mitsui 19th Feb, Coal—Mitsui Bussan Kaisha.	
LONGTUNG, British str., 2,122, E. P. Smith, 12th March—Calcutta and Straits 13th Feb, General—David Sassoon & Co.	
LOYAL, German str., 1,237, R. Wagner, 10th March—Bangkok 2nd March, Rice—Sander Wieler & Co.	
LYENGOON, German str., 1,295, V. Pilgrim, 7th March—Saigon 3rd March, Rice—Hamburg-America Linie.	
MANDARAN MARU, Japanese str., 3,245, T. Ota, 24th Feb—Mitsui 19th Feb, Coal—Mitsui Bussan Kaisha.	
MARITIMO, German str., 891, A. P. Uldemup, 14th March—Haiphong and Hothow 13th March, General & Rice—Jensen & Co.	
MOORLANDS, British str., 2,281, C. B. Hind, 14th March—Bunbury and Fremantle 16th February, Sandal wood and Jarrah wood—Jardine, Matheson & Co.	
NIYON MARU, Japanese str., 3,452, H. S. Smith, 8th March—San Francisco and Shimonaka 5th March, Mails and General—Toyo Kisen Kaisha.	
PAKAT, German str., 1,013, S. Wessel, 6th March—Bangkok 26th Feb, Rice and Teakwood—Butterfield & Swire.	
PEERUS, British str., 4,299, Daul Robinson, 1st March—Singapore 24th February, General—Butterfield & Swire.	
PEICHABUT, German str., 1,473, C. Gasewich, 24th Feb—Saigon 18th Feb, Rice, Meal and Paddy—Butterfield & Swire.	
PONG TONG, German str., 997, W. Botafuhr, 5th March—Bangkok 5th March, Rice—Order.	
PROSPER, Norwegian str., 924, K. Larsen, 15th March—Bangkok 8th March, Rice—Aagaard, Thoresen & Co.	
PROFUS, Norwegian str., 1,924, H. E. Larson, 26th Feb—Port Vala 25th Feb, Coal—Aagaard, Thoresen & Co.	
QUITO, British str., 2,183, Alex. Jones, 12th March—Seattle via Shanghai 26th Jan., Flour—Bank Line, Ltd.	
SABINE ROCKMERE, Dutch str., 573, D. E. Hoove, 14th March—Swatow 12th March, Ballast—Asiatic Petroleum & Co.	
SANDAKAN, German str., 1,115, L. Rongkist, 11th March—Bangkok 5th March, Rice—Butterfield & Swire.	
SEATTLE MARU, Japanese str., 3,832, T. Saitou, 15th March—Manila 11th March, Flour, Hemp, etc.—Osaka Shosen Kaisha.	
SHANSHI, British str., 2,160, E. J. Pottinger, 9th March—Wakamatsu 2nd March, Coal—Butterfield & Swire.	
SHINKARU MARU, Japanese str., 4,254, K. Sato, 12th March—Mojoi 6th March, Coal—A. Buns & Co.	
SIDERIA, American str., 5,655, A. Zeeder, 15th March—San Francisco 15th Feb, Mails and General—P. M. S. S. Co.	
SPIR, Norwegian str., 976, W. Horn, 11th March—Manila 7th March, Ballast—A. Buns.	
TAIKOSAN MARU, Japanese str., 1,994, U. Nagai, 14th March—Mojoi 7th March, Coal—Order.	
TATUN MARU, Japanese str., 2,940, M. Sakamoto, 13th March—Mojoi 6th March, Coal—Kobe Kawanishi Dockyard.	
TAIWAN, British str., 1,046, A. Jenkyns, 13th March—Bangkok 7th March, Rice—Chinese.	
TAMON MARU, Japanese str., 2,119, S. Nakayama, 25th Feb—Mitsui 19th Feb, Coal—Mitsui Bussan Kaisha.	
TATONTE, French str., 1,234, Augustad, 6th March—Wuhu 1st March, Rice—Wo Fat Sing.	
TELEMACHUS, British str., 1,340, Fraser, 11th March—Saigon 7th March, General—W. E. S. S. S. Co.	
TIJIKIN, Dutch str., 2,888, H. Koops, 14th March—Macassar and Billiton 5th March, Sugar and General—Java-China-Japan Lijun.	
TRINIAU, German str., 1,002, F. Bocking, 15th March—Bangkok 7th March, Rice—Butterfield & Swire.	
TUNGSHING, British str., 1,172, L. Hussey, 4th March—Wakamatsu 27th February, Coal—Jardine, Matheson & Co.	
ULV, Norwegian str., 885, Pedersen, 10th March—Bangkok 2nd March, Rice—Aagaard, Thoresen & Co.	
WAISHING, British str., 1,170, G. S. Hohnwood, 9th March—Chinwanta 3rd and Weihaiwei 4th March, Railway Material and General—Jardine, Matheson & Co.	
WINGSANG, British str., 1,517, F. H. Lishman, 12th March—Wuhu and Chinkiang 5th March, General—Jardine, Matheson & Co.	
WUHU, British str., 1,227, J. Meathure, 15th March—Saigon 11th March, Rice—Butterfield & Swire.	
YAWATA MARU, Japanese str., 3,816, J. Nagao, 14th March—Yokohama 7th March, General—Nippon Yusen Kaisha.	
YECHEO MARU, Japanese str., 1,554, O. Taya, 13th March—Mojoi 6th March, Coal—Osaka Shosen Kaisha.	
YUENSANG, British str., 1,178, P. H. Rolfe, 14th March—Manila 11th March, General—Jardine, Matheson & Co.	

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THERAPION NO. 3
Cures rheumatism, sciatica, neuralgia, sciatica, sciatica,
THERAPION NO. 4
Cures rheumatism, sciatica, neuralgia, sciatica, sciatica,
THERAPION NO. 5
Cures rheumatism, sciatica, neuralgia, sciatica, sci

HONGKONG LEGISLATIVE COUNCIL.

(Continued from page 3.)

made permissive by Clause 44 (1) of the Liquors Consolidation Ordinance, 1910, to be continued for the year 1911-1912. The Liquors Consolidation Ordinance, of course, is not in force. It is merely in draft before the Council at present. Therefore I would suggest to his Excellency the Governor that the resolution should be amended to read "contingent import allowance." There is one further point. Our financial year coincides with the calendar year, therefore the resolution should be continued for the year 1911. Now, Sir, I will briefly address myself to the financial side of the question and give you in the first place the figures for 1910. In that year the gross revenue from liquor duties was, as already stated, \$443,900.10. From that we had to pay a military contribution of 20 per cent, that is to say, a sum of \$88,780.02, and rebates paid to military and naval authorities during last year \$56,112. After these sums have been deducted, the balance carried to the credit of the Colony was \$299,008. The cost of collection was \$64,319.98, therefore the net result of the liquor duties was only \$234,688. The position as regards this year is that if the liquor tariff as amended by the resolution which the Council has just passed comes into force and is not changed by a future resolution we shall probably derive this year a revenue of \$232,000 on liquor duties. The military contribution on that will amount to \$46,400. I may perhaps suggest to the hon. member that if the Imperial Government out of that military rebate paid the same rebate as last year to the military authorities it would still carry to the Imperial fund a sum of \$138,444. If the Council adopt this resolution a sum of \$56,000 odd must be added to the anticipated deficit, which, I may inform the Council, would be \$118,394. The Colony would therefore at the end of the year still be faced by a deficit of \$174,506, and we are not in a position, Sir, to face such a deficit. I would draw attention to one further point with regard to the rebates which his Excellency the Governor made concerning pay in India as compared with the pay of the troops in Hongkong. Indian pay, I understand, includes compensation for climate, and officers serving there get no free quarters and have to have a complete active service equipment provided at their own expense. They have also to maintain about six or seven servants and practically they must keep a horse. Therefore in India after all is said and done they are hardly better off than they are here. The Government is unable to accept the resolution as proposed by the General Officer Commanding, but I am authorized to say it would be willing to consider a further resolution if brought forward affecting the Naval forces only.

His Excellency the General—There were one or two points raised to which it is necessary that I should reply. In the first place both the hon. member representing the Chamber of Commerce and my hon. friend Mr. Pollock referred to the question of the rise in the price of beer owing to the abolition of the rebate. I think this is principally a misunderstanding owing to the condensed form in which I have referred to the question. I should perhaps explain that the rebate when granted was granted with definite proviso that it should not reduce the price of beer, and it has not. But that rebate has provided for certain benefits in the way of medicine and recreation funds which at Home are provided by profits from the sale of beer, and which had been to forego, or to pay as he will now have to do on an extra price for his beer. My hon. friend, the member for the Chamber of Commerce, I think, somewhat misunderstood my arguments about the soldier and the civilian. The point I wish to make is that the soldier, people are very apt to forget, serves in Hongkong for exactly the same pay as he gets in England. Can the civilian say that he does the same? As regards improvements during the last fifteen years, referred to by Mr. Pollock, there have been great improvements, but they have been made to bring the soldier's housing, etc., up to the standard which prevails at Home. As they have advanced at Home so has it been found necessary to advance the convenience of the troops in the Colonies. These conveniences which he enjoys for a period of three years in the Colony he would get wherever else he went. The hon. Colonial Secretary referred to the fact that officers did not get free quarters in India, but that has been carefully considered by every rank getting better pay than they are getting in the Colonies.

The resolution was then put to the meeting, and resulted as follows:

Ayes: His Excellency the General Officer Commanding and Hon. Mr. Keswick.

Noes: Hon. Mr. Osborne, Hon. Mr. Hewett, Hon. Mr. Pollock, Hon. Mr. Wei Yuk, Hon. Dr. Ho Kai, the Captain Superintendent of Police, the Registrar General, the Director of Public Works, the Colonial Treasurer, the Attorney General and the Colonial Secretary.

The report of the further proceedings of the Council, relating to other legislation, will be published to-morrow.

BATTLE WITH CHINESE AT SINGAPORE.

A small force of police recently raided some Chinese gamblers at the coolie lines at Tanjong Pagar, and made several arrests. Hundreds of coolies then attacked the police, rescued the prisoners, used poles and chongkols, and threw missiles. Supt. Sari, in guarding a blow aimed at his head, received a heavy blow on the right hand, several of the bones of which were broken. A Malay policeman got his head broken. The police were forced to retire and lost Mr. W. Peacock, who was with the party. The police returned with reinforcements, when the Malays made a baton charge and Mr. Peacock was rescued uninjured. The injured Malay policeman was removed to hospital.

ENGLISHMAN BURNED IN A JAPANESE ASYLUM.

An Englishman, Dr. G. Willoughby, said to be a son of the late Lord Willoughby de Eresby, was burnt to death in a fire which occurred recently at the Kanagawa Lunatic Asylum, Yokohama. The *Japan Gazette* says Dr. Willoughby came to Yokohama last year, and for a time had rooms at the Salvation Army Hotel, where he stayed for about two months. He was mentally deranged, and a fire which recently occurred at the Hotel is said to have been caused by him. After the fire Dr. Willoughby was removed to the Kanagawa Asylum. This asylum has now been totally destroyed by fire. There were only seventeen patients in the building at the time, but all but Dr. Willoughby and one Japanese woman were rescued.

COMPANY MEETINGS.

CHINA SUGAR REFINING CO., LTD.

The thirty-third ordinary annual meeting of shareholders in this Company was held at the offices of the General Agents, Messrs. Jardine, Matheson & Co., at noon yesterday. The Hon. Mr. H. Keswick presided, others present being: Sir Paul Chater, Messrs. J. W. C. Bonnar, H. P. White, W. Logan (Consulting Committee), J. Barton (Secretary), A. Rodgers, E. F. Annett, W. E. Clarke, T. E. Pearce, F. Smyth, J. Johnston, R. Cor-Edwards, A. Arendt, Le Cheung Shiu, Wong Leung Him, Ho Fook and Po Shen.

The Secretary read the notice convening the meeting.

The CHAIRMAN said:—Gentlemen—The Report and Accounts having been in your hands for some days, I propose to follow the usual course and take them as read. The year under review opened with encouraging prospects for the Refinery, and there was a good demand for our sugars during the earlier months at a satisfactory margin of profit. About the end of April, however, a change began to come over the markets in the North, the demand fell off considerably, and great difficulty was experienced in moving off the refined sugar which had been sold ahead. Following upon this stagnation in the sugar market came the financial troubles in Shanghai and other places during July and August, which still further aggravated the situation, and when in October a rapid decline in the price of beet sugar in Europe took place, in consequence of largely increased estimates of the coming crop, the position came to one of practical deadlock, and owing to the severe competition of other sugars concessions in price had to be made all round, which involved us in considerable loss. You will gather from what I have said that the year was beset with unusual difficulties, and you will, I think, agree with me that under the circumstances the result of the working may be regarded as not unsatisfactory, enabling us as it does to recommend a final dividend of 85 per cent and to place a substantial sum to credit of Equalization of Dividend Fund, of both of which I trust you will approve. Since the beginning of this year there has, I regret to say, been little or no improvement in the condition of the market, prices remain low, and the prospects for the immediate future are not particularly encouraging, trouble of all kinds having been severely handicapped by the recent outbreak of plague in the North, which has undoubtedly hindered an improved demand for sugar. Competition also, of course, ever with us, but I am pleased to say that the Refinery was never better equipped to meet it than it is at the present time, and you may rest assured that economical working has our constant attention. There is another matter which has occurred within the last two or three days. In Japan the import duties have been put together and decided that they will not import any more foreign sugar. They have also threatened to boycott any individual or firm who buys foreign sugar. As to the correctness of this report, and as to whether they will be able to carry out their threats, I am not certain yet. But we took immediate steps to find out from our Yokohama House if this is correct, and if so we asked them to approach the Commercial Attaché at Tokyo with a view to discovering whether the action is in accordance with treaty obligations. Japan is a very important market for us, and we must have a free hand. Before putting the motion that the report and accounts be passed, I shall be glad to answer any questions.

There were no questions, and the CHAIRMAN proposed the adoption of the report and accounts as presented.

Mr. CLARKE seconded the motion, which was carried unanimously.

On the motion of Mr. SMYTH, seconded by Mr. COX-EDWARDS, Sir Paul Chater and Messrs. J. W. C. Bonnar, H. P. White and W. Logan were re-elected to the Consulting Committee.

Mr. PEARCE proposed, Mr. RODGER seconded, and it was agreed, that Messrs. W. Hutson, Poit and H. Percy Smith should be reappointed auditors.

The CHAIRMAN—Dividend warrants may be had on application to-morrow, gentlemen. I thank you for your attentions.

LUZON SUGAR REFINING CO., LTD.

The twenty-ninth ordinary annual meeting of shareholders in the above Company took place at the offices of the General Agents, Messrs. Jardine, Matheson & Co., at 12.30 p.m. yesterday. The Hon. Mr. H. Keswick was in the chair, and there were also present: Messrs. H. P. White and J. W. C. Bonnar (Consulting Committee), Mr. J. Barton (Secretary), Messrs. G. C. Moxon, P. Testor, S. H. Michael, R. D. Dastur, F. Soares, Wong Leung Him and Po Shen.

The Secretary read the notice calling the meeting.

The CHAIRMAN said:—Gentlemen—The Report and Accounts having been in your hands for some days, we will with your permission follow the usual course and take them as read. I regret that the hopes of better times expressed by my predecessor when addressing you at our last annual meeting have, as far as 1910 is concerned, not been fulfilled, but as you are probably aware the year was one of great disappointment in the sugar trade generally, and it is only natural therefore that we should have to bear our share of it. During the earlier months there was a steady demand for our sugars in the local market at prices which showed a margin, and although sales were insufficient to keep the Refinery at full work it would at all events be no worse than those of 1909. From July onwards, however, the market became exceedingly dull, the competition of outside sugars increased, and it was found impossible to maintain a present paying level, a steady decline taking place until the end of the year, resulting in a loss on working of \$21,605.79, as shown by the Accounts presented to you. At the moment I regret to say there is little prospect of much improvement, though the Refinery has been at work since the beginning of the year, prices remain low to low to admit of any profit being made for the present; on the other hand, with the low rates now ruling, consumption ought to improve, enabling us to increase our output of sugar and thus reduce the rates of cost. Before moving the adoption of the Report and Accounts I shall be pleased to answer any questions which shareholders may desire to ask.

There were no questions.

The CHAIRMAN proposed the adoption of the report and accounts as presented.

Mr. TESTOR seconded, and the motion was carried unanimously.

Mr. MICHAEL proposed the re-election of Messrs. H. P. White and J. W. C. Bonnar to the Consulting Committee.

Mr. DASTUR seconded, and the motion was agreed to.

Mr. A. B. LOWE was reappointed auditor, on the motion of Mr. Moxon, seconded by Mr. Wong Leung Him.

The CHAIRMAN—That is all the business, gentlemen.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJITAROEM	JAVA	Second half of Mar.	SHANGHAI	Second half of Mar.
TJILWONG	AMOI	Second half of Mar.	JAVA	Second half of Mar.
TJILATJAP	JAPAN	Second half of Mar.	JAVA	Second half of Mar.
TJIBODAS	JAVA	Second half of Mar.	JAPAN	Second half of Mar.
TJIMAH	JAPAN	First half of April	JAVA	First half of April
TJIPANAS	JAVA	Second half of April	JAPAN	Second half of April
TJIKINI	JAVA	—	JAVA	First half of April

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor, Hongkong, 16th March, 1911. Telephone No. 375. [17]

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINCESS ALICE"	20,300	Wedday, 22nd Mar., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"KLEIST"	17,000	About 22nd March.
MANILA, YAP, ANGAUR, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"CORLENN"	6,750	Saturday, 25th Mar., at 11 P.M.
KUDAT and SANADAKAN	"BORNEO"	5,050	End of Mar.
KOBE and YOKOHAMA	"PRINZ WALDEMAR"	6,100	About 4th April.

All the Steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & Co., GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 11th March, 1911. [5]

BARCLAY, PERKINS' FAMOUS LONDON STOUT.

The Leading Brand in ENGLAND.

The best that can be obtained. SOLD EVERYWHERE.

SOLE AGENTS FOR CHINA: DADY BURJOR & Co. Wholesale Wine & Spirit Merchants.

ON SALE. MAIL TABLES FOR 1911.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card 50 Cents

On Paper 20

On Sale at the Hongkong Daily Press Office.

Hongkong, 5th February, 1911.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, March 16th.

	Previous Day	On 16th	On 17th	On 18th
Barometer	29.79	29.89	29.79	29.79
Temperature	76	76	76	76
Humidity	80	82	79	79
Wind Direction	South	SE	S	S
Force	2	2	1	1
Weather	cg	c	c	c
Rain	—	—	—	—

Highest open air Temperature on 15th... 79

Lowest open air Temperature on 15th... 72

NOTICES TO CONSIGNEES

OSAKA SHOSHEN KAISHA. NOTICE TO CONSIGNEES.

The Co.'s S.S. "SEATTLE MARU" From YACOMA, VICTORIA, JAPAN AND MANILA.

The above-mentioned Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of Cargo from alongside.

Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after MONDAY, the 20th inst., at Noon, will be landed and stored at Consignees' risk and expense.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on THURSDAY, the 23rd inst.

No Fire Insurance will be effected by us in any case whatever.

OSAKA SHOSHEN KAISHA. [452]

NOTICE TO CONSIGNEES. THE P. & O. S. N. Co.'s Steamer "BORNEO," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 21st inst., at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. [3]

Hongkong, 15th March, 1911.

HONGKONG TIDE TABLE.

From March 17th to 23rd, 1911.

Days of Week.	Days of Month.	H'kong Mean Time.	Height.	H'kong Mean Time.	Height.
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Fri.	17	h. m.	ft. in.	h. m.	ft. in.
Sat.	18	h. m.	ft. in.	h. m.	ft. in.
Sun.	19	h. m.	ft. in.	h. m.	ft. in.
Mon.	20	h. m.	ft. in.	h. m.	ft. in.
Tues.	21	h. m.	ft. in.	h. m.	ft. in.
Wed.	22	h. m.	ft. in.	h. m.	ft. in.
Thurs.	23	h. m.	ft. in.	h. m.	ft. in.

Barometer	29.79	29.89	29.79	29.79
Temperature	76	76	76	76
Humidity	80	82	79	79
Wind Direction	South	SE	S	S
Force	2	2	1	1
Weather	cg	c	c	c
Rain	—	—	—	—

Highest open air Temperature on 15th... 79	Lowest open air Temperature on 15th... 72
--	---

Barometer	29.79	29.89	29.79	29.79
Temperature	76	76	76	76
Humidity	80	82	79	79
Wind Direction	South	SE	S	S
Force	2	2	1	1
Weather	cg	c	c	c
Rain	—	—	—	—

Highest open air Temperature on 15th... 79	Lowest open air Temperature on 15th... 72
--	---

Barometer	29.79	29.89	29.79	29.79
Temperature	76	76	76	76
Humidity	80	82	79	79
Wind Direction	South	SE	S	S
Force	2	2	1	1
Weather	cg	c	c	c
Rain	—	—	—	—

Highest open air Temperature on 15th... 79	Lowest open air Temperature on 15th... 72
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EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK and SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG and VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE.....	"CATHAY"	On 19th March.
For Further Particulars, apply to	MELCHERS & Co.,	AGENTS.

Hongkong, 15th March, 1911. [6]

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

For Freight and Further Particulars, apply to

TELEPHONE No. 171.

OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.

YORK BUILDINGS, TOP FLOOR.

Hongkong, 23rd February, 1911. [46]

PORTLAND & ASIATIC S.S. CO.

OREGON RAILROAD & NAVIGATION CO.

FOR PORTLAND VIA MOJI, KOBE AND YOKOHAMA.

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

STEAMSHIP	TONS	CAPTAIN	TO SAIL
"HERCULES"	3,789	Wilhelmson	On 8th April.
"STRATHLYON"	44,000	J. R. Shaw	On 15th April.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

FRED J. HALTON, AGENT.

KING'S BUILDING, (Opposite Blake Pier). [49]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO		Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2days earlier)	Due PLYMOUTH (London 1 day later)
Steamer	Tons	P.M. SATURDAY	Steamer Tons	SATURDAY	FRIDAY
MARMORA ..	10500	March 18	{(Through Steamer calling at BOMBAY)}	April 15	April 21
DEVANHA ...	8000	April 1	MOLDAVIA...10000	April 29	May 5
DELHI	8000	April 15	MONGOLIA...10000	May 13	May 19
ASSAYE	7500	April 29	MOREA11000	May 27	June 2
DELTA	6000	May 13	MOOLTAN ...10000	June 10	June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax): 1st SALOON £71.0 SINGLE. £106.14 RETURN. 2nd £42.12

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON

CARRYING SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
• NORE .. 6700	March about	May about
• PALAWAN .. 4700	April 22	May 22
• BORNEO .. 4600	April 19	June 5
• SICILIA .. 6700	May 17	July 3
• SUMATRA .. 4600	May 31	July 17
• NILE .. 6700	June 14	July 31

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON (Including Surtax): 1st SALOON £55.0 SINGLE. £82.10 RETURN. 2nd £33.10

* Carry 1st and 2nd Saloon Passengers. For further Particulars, apply to—

E. A. HEWETT, SUPERINTENDENT.

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PHILIPPINES S.S.

SHIPPING

ARRIVALS.

CHENAN, British str., 1,350, Wm. Lloyd Jones, 15th March—Shanghai 12th Mar., General—Butterfield & Swire.
 DEVANHA, British str., 4,775, H. Powell, 16th March—Bombay 25th February, Mails and General—P. & O. S. N. Co.
 FUKUKA MARU, Japanese str., 1,146, S. Kuma-waki, 16th March—Moji 10th March, Coal—Mitsui Bishi Goshi Kwaisha.
 KUTSANG, British str., 3,110, R. E. D. Bradley, 16th March—Japan 11th March, General—Jardine, Matheson & Co.
 LOOSOK, German str., 1,020, G. Schulz, 15th March—Bangkok 8th March, Rice and Coal—Butterfield & Swire.
 LOWTHER CASTLE, British str., 2,901, A. Howe, 16th March—Swatow 15th March, Empty—Shewan, Tomes & Co.
 PHREMPEN, British str., 1,056, J. N. Scott, 16th March—Saigon 12th March, Rice and General—W. F. S. S.
 QUINIA, German str., 900, Scholimor, 15th March—Danzig 8th March, White Rice—Siemssen & Co.
 RAJAHULI, German str., 1,189, H. Bremer, 16th March—Dauger 8th March, Rice and Wood—Butterfield & Swire.
 ROHARY, British str., 2,579, McDonnell, 16th March—Yokohama 10th March, for docking—Ansaldo Petroleum & Co.
 SHANAI, British str., 16th March—Canton.
 TUNARONG, Dutch str., 2,116, V. Zwart, 15th March—Java and Batavia, General—Java-China-Java Lijp.
 WALTON HALL, British str., 4,766, J. Leary, 16th March—New York, Kerosene Oil—Standard Oil Co.
 WINGSANG, British str., 16th Mar.—Canton.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 16th March.
 Devanha, British str., for Shanghai.
 Heiching, British str., for Swatow.
 Hoiching, French str., for Haiphong.
 Kowit, German str., for Bangkok.
 Malville, German str., for Haiphong.
 Nippon Maru, Jap. str., for San Francisco.
 Quito, British str., for Manila.
 Uls, Norwegian str., for Saigon.
 Yawata Maru, Japanese str., for Australia.

DEPARTURES.

16th March.
 ANHUI, British str., for Shanghai.
 BOMBAY MARU, Japanese str., for Shanghai.
 BORNEO, British str., for Swatow.
 CHOYANG, British str., for Canton.
 KAMO MARU, Japanese str., for Kobe.
 KUEICHOW, British str., for Canton.
 MEEPOO, Chinese str., for Shanghai.
 SHINCHIKU MARU, Japanese str., for Anping.
 STANDARD, Norwegian str., for Saigon.

SHIPPING REPORTS.

The British str. *Kutang* reports: Dense fog on 9th and 10th inst. Lighter winds, foggy.
 The Brit. str. *Lowther Castle* reports: Light variable winds, foggy.
 The British str. *Korany* reports: Dense fog from Shanghai from 100 miles from port; light S.E. and E. breeze as far as Ocksen; and moderate Northwesterly breeze from Ocksen to port.

VESSELS ON THE BERTH

HONGKONG TO BOSTON & NEW YORK.



AMERICAN ASIATIC S.S. CO.

For BOSTON, NEW YORK VIA PORTS AND SUEZ CANAL.
 (With Liberty to call at the Malabar Coast.)

"LOWTHER CASTLE," TO-MORROW, 18th March.
 For freight and further information, apply to—

SHEWAN, TOMES & Co., General Agents, Hongkong, 9th March, 1911. [419]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID. (Taking Cargo at through rates to the BRITISH, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEBANT, VERICE, and ADRIATIC PORTS).

THE Company's Steamship

"VORWAERTS"
 Capt. Dannecker, will be despatched as above on WEDNESDAY, 29TH MAR., AT 2 P.M.

This Steamer has capital accommodation for passengers, excellent cuisine, electric light, electric fan and carries a doctor and a stewardess. For information as to Passage and Freight apply to—

SANDER, WIELER & Co., Agents, Princes Buildings, Hongkong, 6th March, 1911. [3]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALABAR COAST).
 PROPOSED SAILINGS FROM HONGKONG.

For BOSTON AND NEW YORK.
 S.S. "GHAZEE" ... On or about 7th April.
 For Freight and further information, apply to—
 RODWELL & Co., Ltd., Agents, Hongkong, 14th March, 1911. [446]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAMES.	FLAG & NO.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c., via USUAL PORTS OF CALL ...	MARMORA ...	Brit. str. ...	—	G. H. C. Weston, R.N.E.	P. & O. S. N. Co. ...	To-morrow, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c. ...	NOIE ...	Brit. str. ...	—	G. Phillips, R.N.E.	P. & O. S. N. Co. ...	About 22nd inst.
LONDON & ANTWERP VIA SINGAPORE, &c. ...	PALAWAN ...	Brit. str. ...	—	C. R. Longdon, R.N.E.	P. & O. S. N. Co. ...	About 5th April.
ROTTERDAM & HAMBURG VIA STRAITS, &c. ...	ALBIA ...	Ger. str. ...	k. w.	Habel ...	HAMBURG-AMERIKA LINIE ...	On 10th April.
BREMEN, HAMBURG & ANTWERP, &c. ...	ALBIA ...	Ger. str. ...	k. w.	Habel ...	HAMBURG-AMERIKA LINIE ...	On 23rd inst.
COPENHAGEN & HAITIC PORTS ...	YEDDO ...	Ger. str. ...	k. w.	Rouss ...	HAMBURG-AMERIKA LINIE ...	End of Mar.
HAYRE, ROTTERDAM & HAMBURG, &c. ...	SAMBIA ...	Ger. str. ...	k. w.	Bahle ...	HAMBURG-AMERIKA LINIE ...	On 23rd inst.
MARSEILLES, HAYRE, & HAMBURG, &c. ...	SILEZIA ...	Ger. str. ...	k. w.	Solmer ...	HAMBURG-AMERIKA LINIE ...	To-morrow.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c. ...	KANAGAWA MARU ...	Jap. str. ...	—	C. H. Butler ...	NIPPON YUSEN KAISHA ...	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c. ...	HIBANO MARU ...	Jap. str. ...	—	H. Fraser ...	NIPPON YUSEN KAISHA ...	On 29th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c. ...	TARGO MARU ...	Jap. str. ...	—	K. Kawara ...	NIPPON YUSEN KAISHA ...	On 12th April, at D'light
MARSEILLES, HAYRE & HAMBURG, &c. ...	RHEINFELDS ...	Ger. str. ...	k. w.	Belbo ...	HAMBURG-AMERIKA LINIE ...	On 15th April.
TRIESTE, &c., via SINGAPORE, &c. ...	VORWAERTS ...	Aus. str. ...	—	R. Dannecker ...	SANDER, WIELER & Co. ...	On 29th inst., at 2 P.M.
NAPLES, GENOA, ALGERIES, GIBRALTAR, &c. ...	PRINCESS ALICE ...	Ger. str. ...	—	P. Grosch ...	MELCHERS & Co. ...	On 22nd inst., at Noon.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL ...	LOWTHER CASTLE ...	Am. str. ...	—	—	SHEWAN, TOMES & Co. ...	To-morrow
VANCOUVER VIA SHANGHAI, JAPAN, &c. ...	EMPEROR OF CHINA ...	Brit. str. ...	1 m.	—	DODWELL & Co., Ltd. ...	About 7th April.
VANCOUVER VIA SHANGHAI, JAPAN, &c. ...	EMPEROR OF CHINA ...	Brit. str. ...	2 m.	—	CANADIAN PACIFIC R. Co. ...	On 16th April, at 7 A.M.
VICTORIA, C.B. & TACOMA VIA JAPAN, &c. ...	SEATTLE MARU ...	Jap. str. ...	—	Tomihaga ...	OSAKA SHOSHEN KAISHA ...	On 22nd inst., at Noon
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c. ...	INABA MARU ...	Jap. str. ...	—	K. Noda ...	NIPPON YUSEN KAISHA ...	On 26th inst., at Noon
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c. ...	TAMBA MARU ...	Jap. str. ...	—	Lamont ...	NIPPON YUSEN KAISHA ...	On 26th inst., at Noon
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c. ...	STRATHARDLE ...	Brit. str. ...	—	H. S. Smith ...	TOYO KAISEN KAISHA ...	On 13th April.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c. ...	SIBERIA ...	Jap. str. ...	—	—	PACIFIC MAIL S.S. Co. ...	To-day, at 1 P.M.
PORTLAND VIA JAPAN ...	CHINA ...	Am. str. ...	—	—	PACIFIC MAIL S.S. Co. ...	On 24th inst., at 1 P.M.
AUSTRALIAN PORTS VIA MANILA ...	HECULUS ...	Nor. str. ...	—	Willmerson ...	PORTLAND & ALBANY S.S. Co. ...	On 8th April.
AUSTRALIAN PORTS VIA MANILA ...	YAWATA MARU ...	Jap. str. ...	—	J. Nigao ...	NIPPON YUSEN KAISHA ...	To-day, at Noon.
AUSTRALIAN PORTS VIA MANILA ...	COLLEGE ...	Ger. str. ...	1 m.	H. Dawson ...	MELCHERS & Co. ...	On 25th inst., at D'light
AUSTRALIAN PORTS VIA MANILA ...	TAIWAN ...	Ger. str. ...	1 m.	M. Yagi ...	BUTTERFIELD & SWIRE ...	On 10th April, at 4 P.M.
AUSTRALIAN PORTS VIA MANILA ...	NIKKO MARU ...	Jap. str. ...	—	K. Honma ...	NIPPON YUSEN KAISHA ...	On 14th April, at Noon
KOBE & YOKOHAMA ...	AKI MARU ...	Jap. str. ...	—	F. Iske ...	NIPPON YUSEN KAISHA ...	On 30th inst., at 11 A.M.
KOBE & YOKOHAMA ...	PRINZ WALDEMAR ...	Ger. str. ...	—	M. Winkler ...	MELCHERS & Co. ...	About 4th April.
NAGASAKI, KOBE & YOKOHAMA ...	KUMANO MARU ...	Jap. str. ...	—	K. Hashimoto ...	NIPPON YUSEN KAISHA ...	On 12th April, at Noon.
JAPAN, HONOLULU, MANZANILLO, &c. ...	BUYO MARU ...	Jap. str. ...	—	P. J. van Emmerick ...	TOYO KAISEN KAISHA ...	On 19th April, at 1 P.M.
JAPAN ...	TSUBASA ...	Dut. str. ...	—	Richards ...	BUTTERFIELD & SWIRE ...	Quick despatch.
TSINGTAU & NEWCHOWANG ...	SHANAI ...	Brit. str. ...	1 m.	G. Hooker ...	BUTTERFIELD & SWIRE ...	To-day, at 4 P.M.
WEIHAIWEI & TIENTSIN ...	KUICHOW ...	Brit. str. ...	1 m.	V. McGlynn-Liddell ...	BUTTERFIELD & SWIRE ...	On 20th inst., at 4 P.M.
TIENTSIN VIA WEIHAIWEI ...	CHONGSHING ...	Brit. str. ...	1 m.	H. G. Walker ...	JARDINE, MATHESON & Co., Ltd. ...	On 21st inst., at Noon
SHANGHAI VIA SWATOW ...	WINGAN ...	Brit. str. ...	1 m.	—	BUTTERFIELD & SWIRE ...	To-morrow, at Midnight
SHANGHAI YOKOHAMA & KOBE ...	CATHAY ...	Swed. str. ...	1 m.	—	JARDINE, MATHESON & Co., Ltd. ...	On 19th inst., at D'light
SHANGHAI, KOBE & MOJI ...	FOOKANG ...	Brit. str. ...	—	—	MELCHERS & Co. ...	On 19th inst., at Noon
SHANGHAI ...	CHOYANG ...	Brit. str. ...	—	—	SANDER, WIELER & Co. ...	On 20th inst., at 2 P.M.
SHANGHAI YOKOHAMA & KOBE ...	AUSTRIA ...	Aus. str. ...	—	—	MELCHERS & Co. ...	About 22nd inst.
SHANGHAI NAGASAKI, KOBE & YOKOHAMA ...	KLEIST ...	Ger. str. ...	—	—	OSAKA SHOSHEN KAISHA ...	On 25th inst., at 8 A.M.
SHANGHAI VIA SWATOW, AMOY & FOCHOW ...	BUJON MARU ...	Jap. str. ...	—	—	BUTTERFIELD & SWIRE ...	On 25th inst., at 4 P.M.
SHANGHAI ...	LINAN ...	Brit. str. ...	1 m.	—	BUTTERFIELD & SWIRE ...	On 24th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA ...	PALMA ...	Brit. str. ...	—	—	P. & O. S. N. Co. ...	About 23rd inst.
SHANGHAI, KOBE & YOKOHAMA ...	SENIGAMBIA ...	Ger. str. ...	k. w.	—	HAMBURG-AMERIKA LINIE ...	On 24th inst.
SHANGHAI ...	CHINHA ...	Brit. str. ...	1 m.	—	BUTTERFIELD & SWIRE ...	On 25th inst., at M'night
SHANGHAI, MOJI & KOBE ...	BINGO MARU ...	Jap. str. ...	—	—	NIPPON YUSEN KAISHA ...	On 29th inst.
SHANGHAI, KOBE & YOKOHAMA ...	SURUA ...	Dut. str. ...	k. w.	—	HAMBURG-AMERIKA LINIE ...	On 7th April.
SHANGHAI ...	TUKABONG ...	Dut. str. ...	—	—	OSAKA SHOSHEN KAISHA ...	Quick despatch
SHANGHAI TAKAO ...	YOSHIO MARU ...	Jap. str. ...	—	—	OSAKA SHOSHEN KAISHA ...	To-morrow, at Noon.
TAMUI VIA SWATOW & AMOY ...	DAIJIN MARU ...	Jap. str. ...	—	—	OSAKA SHOSHEN KAISHA ...	On 19th inst., at 10 A.M.
SWATOW ...	HAIMUN ...	Brit. str. ...	2 h.	—	DOUGLAS LAFRAIR & Co. ...	To-day, at 11 A.M.
SWATOW, AMOY & FOCHOW ...	HAICHONG ...	Brit. str. ...	2 h.	—	DOUGLAS LAFRAIR & Co. ...	On 21st inst., at 11 A.M.
SWATOW, AMOY & FOCHOW ...	HAITANG ...	Brit. str. ...	2 h.	—	DOUGLAS LAFRAIR & Co. ...	On 24th inst., at 11 A.M.
SWATOW, AMOY & FOCHOW ...	HAITAN ...	Brit. str. ...	2 h.	—	DOUGLAS LAFRAIR & Co. ...	On 22nd inst., at Noon.
HAIPHONG ...	SINGAN ...	Brit. str. ...	—	—	BUTTERFIELD & SWIRE ...	To-morrow, at 2 P.M.
MANILA ...	YUENSANG ...	Brit. str. ...	—	—	SHEWAN, TOMES & Co. ...	On 20th inst., at 4 P.M.
MANILA, CEBU & ILOILO ...	ZAFIRO ...	Am. str. ...	1 m.	—	BUTTERFIELD & SWIRE ...	On 21st inst., at 4 P.M.
MANILA, CEBU & ILOILO ...	LEAN ...	Brit. str. ...	—	—	BUTTERFIELD & SWIRE ...	On 23rd inst., at 4 P.M.
MANILA, CEBU & ILOILO ...	LEAN ...	Brit. str. ...	—	—	SHEWAN, TOMES & Co. ...	On 30th inst., at 4 P.M.
MANILA, CEBU & ILOILO ...	BOBY ...	Am. str. ...	—	—	MELCHERS & Co. ...	End of Mar.
KIDAT & SANDAKAN ...	BORNE ...	Ger. str. ...	—	—	NIPPON YUSEN KAISHA ...	On 21st inst.
ONBAY VIA SINGAPORE, & COLOMBO ...	HAKATA MARU ...	Jap. str. ...	—	—	JARDINE, MATHESON & Co., Ltd. ...	To-morrow, at 3 P.M.
SINGAPORE, PENANG & CALCUTTA ...	HOPKANG ...	Brit. str. ...	—	—	JARDINE, MATHESON & Co., Ltd. ...	On 22nd inst., at Noon.
BATAVIA, CHERIBON, SAMARANG, &c. ...	KUTSANG ...	Brit. str. ...	—	—	JAVA-CHINA-JAPAN LIGN ...	Quick despatch
	TULIWONG ...	Dut. str. ...	—	—		

CANADIAN PACIFIC RAILWAY CO.'S THE BANK LINE, LIMITED.

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
"EMPRESS OF CHINA" Sat., 3rd April	"EMPRESS OF IRELAND" Fri., 5th May
"MONTEAGLE" Tuesday, 18th April	
	From Quebec.
"EMPRESS OF INDIA" Sat., 29th April	"ALLEN LINE" Friday, 26th May
"EMPRESS OF JAPAN" Sat., 20th May	"EMPRESS OF BRITAIN" Fri., 16th June
"EMPRESS OF CHINA" Sat., 10th June	"ALLAN LINE" Friday, 7th July
"MONTEAGLE" Wednesday, 28th June	

"Empress" Steamships leave HONGKONG at 7 A.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN or QUEBEC with the Company's New Fast Mail "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers ... £43 ... £45. and 1st Class Railway ...

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

E.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Poddar Street and Praya, opposite Blake Pier.

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EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

TRIPS TO TONKIN.

S.S. "TOUAREG" Capt. E. de Catalano.

MAIL LINE BETWEEN HONGKONG AND HAIPHONG

(via KWANG CHOW WANG).

Fortnightly Service in 53 hours, under French Government Contract.

Leaves Hongkong on WEDNESDAY, at 9 A.M.

Arrives Haiphong on FRIDAY, at 2 P.M.

1ST AND 2ND CLASSES ON BOARD.

For Passages and Freight, apply to

P. THOMAS, M.M. Co.'s AGENT.

Hongkong, 3rd January, 1911. [2]

THE BANK LINE, LIMITED.

PROPOSED SAILINGS FROM HONGKONG FOR

VANCOUVER, B.C. & SEATTLE

SHANGHAI AND JAPANESE PORTS.

Steamers	Tons	Captain	To Sail on or About
STRATHARDLE ...	4,380	Lamont ...	15th April.
SUYERIC (chartered) ...	6,232	F. S. Cowley ...	4th May.

To be followed by other Steamers of the Company at regular intervals.
 The Steamers of the BANK LINE, LTD., carry Cargo on through Bills of Lading to all overland Common Points in the United States of America and Canada, and also for the Chief Ports in Mexico, and Central and South America. Will call at AMOY and KEELUNG if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for passengers and a limited accommodation for Cabin Passengers; they are fitted throughout with Electric Light, the "Lacoe" and "Ortic" also having Wireless-Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Points. For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED, KING'S BUILDING, Praya Central.

TELEPHONE No. 780.

AUSTRIAN COAL.

STOCKS OF THE FINEST

STEAM COAL, GAS COAL, HOUSE COAL.

From the West Wallsend and Abardore Mines (New South Wales) always on hand.

For Prices, delivered or ex Godown, apply to—

ANDREW WEBB & Co.

(THE BANK LINE AGENT),

Hongkong, 15th March, 1911. KING'S BUILDING (Fourth Floor). [173]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS,

BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND

MECHANICAL ENGINEERS.

TAKOO DOCKYARD & ENGINEERING CO.

Modern Appliances for quick construction and repair of Ships, Engines,

Boilers, Railway Rolling Stock, Bridges, and

all Classes of Engineering, Iron and Wood Work

Electrical Drives, Hydraulic and Pneumatic

Tools, installed throughout the Works

50-TON HYDRAULIC TESTING MACHINE

FOR CHAINS, WIRE ROPES, RIVETS

AND METAL SPECIMENS.

THREE PATENT SLIPWAYS taking vessels

up to 3,000 tons displacement, providing conditions

for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD

CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

Dockyard Manager Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

MANAGERS AND AGENTS,

BUTTERFIELD & SWIRE,

HONGKONG, CHINA AND JAPAN. [11]

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.</

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON VIA USUAL PORTS	MARMOZA	Noon, 18th Mar.	See Special of Call
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NORE	About 22nd Mar.	Freight and Passage.
SHANGHAI, MOJI, KOBE, PALMA and YOKOHAMA	Capt. E. W. Cockman, R.N.R.	About 23rd Mar.	Freight only.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	PALAWAN	About 5th April	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 17th March, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
TSINGTAU and NEWCHWANG	"SHANSHI"	On 17th Mar., 4 p.m.
SHANGHAI	"CHEENAN"	On 18th Mar., 4 p.m.
WEIHAIWEI and TIENTSIN	"KUEICHOW"	On 20th Mar., 4 p.m.
MANILA, CEBU and ILOILO	"TEAN"	On 21st Mar., 4 p.m.
HAIPHONG	"SINGAN"	On 22nd Mar., 4 p.m.
SHANGHAI	"LINAN"	On 23rd Mar., 4 p.m.
SHANGHAI	"CHINHUA"	On 25th Mar., 4 p.m.
MANILA, CEBU and ILOILO	"KAIKONG"	On 28th Mar., 4 p.m.
DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 10th April, 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI" "CHENAN", "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.
For Freight or Passage apply to—
HONGKONG, 17th March, 1911.

BUTTERFIELD & SWIRE,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
MANILA	"YUENSANG"	Saturday, 18th Mar., 2 p.m.
SINGAPORE	"HOPSAW"	Saturday, 18th Mar., 3 p.m.
SHANGHAI via SWATOW	"WINGSANG"	Sunday, 19th Mar., 11 a.m.
SHANGHAI	"CHOYSANG"	Sunday, 19th Mar., 11 a.m.
SHANGHAI, KOBE and MOJI	"FOOKSANG"	Monday, 20th Mar., Noon.
TIENTSIN via WEIHAIWEI	"CHEONGSHING"	Tuesday, 21st Mar., Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Tuesday, 22nd Mar., Noon.

RETURN TOURS TO JAPAN.

(OCCUPYING 24 DAYS).
The Steamers "KUTSANG," "NAMSAW" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Choochow, Tientsin and Newchwang. Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—
HONGKONG, 17th March, 1911.

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGER.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 17th Mar., at 11 a.m.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 21st Mar., at 11 a.m.
"HAITAN"	Capt. J. W. Evans	TUESDAY, 24th Mar., at 11 a.m.

FOR SWATOW AND RETURN.

HAIMUN	Capt. A. H. Stewart	SUNDAY, 19th Mar., at 10 a.m.
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Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS

Hongkong, 14th March, 1911.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	FOR MARSEILLES, HAVRE & HAMBURG:
S.S. SENEGAMBIA	S.S. SILESIA
S.S. SUBEVIA	S.S. SAMBIA
S.S. BAYERN	S.S. AMBRIA
S.S. FREINDEL	S.S. PREUSSEN
S.S. SCANDIA	S.S. ROTTERDAM
S.S. SLAVONIA	S.S. ALESIA
S.S. SAXONIA	S.S. BREITENBURG

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 16th March, 1911.

U.S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	Tons	SAILING DATES.
SIBERIA	18,000	FRIDAY, 24th March, at 1 p.m.
MANCHURIA	27,000	SATURDAY, 8th April, at 1 p.m.
KOREA	27,000	SATURDAY, 29th April, at 1 p.m.
SIBERIA	18,000	FRIDAY, 27th May, at 1 p.m.
MANCHURIA	27,000	FRIDAY, 24th June, at 1 p.m.
KOREA	27,000	FRIDAY, 24th June, at 1 p.m.
SIBERIA	18,000	SATURDAY, 15th July, at 1 p.m.
MANCHURIA	27,000	FRIDAY, 11th Aug., at 1 p.m.

* Twin Screws.

All Steamers are Equipped with Wireless Telegraphy.
THE P.M. S.S. "SIBERIA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 24th March, at 1 p.m.

FARES: HONGKONG to LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH and MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Points: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points: Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consular Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

INTERMEDIATE SERVICE.

CHINA	10,200 Tons	FRIDAY, 31st March, at 1 p.m.
ASIA	9,500 Tons	FRIDAY, 21st April, at 1 p.m.
PERSIA	9,000 Tons	FRIDAY, 19th May, at 1 p.m.

THE S.S. "CHINA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 31st March, at 1 p.m.
On the Fine MAIL Steamers, ASIA, CHINA and PERSIA FIRST CLASS.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG to LONDON (via Canadian Atlantic Ports) £43.
via New York " £25.
HONGKONG to SAN FRANCISCO " £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports.
For further information as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

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NIPPONYUSENKAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	Tons.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	KANAGAWA MARU Capt. C. H. Entler	7,000	THURSDAY, 23rd March.
	HIRANO MARU Capt. H. Fraser	9,000	WEDNESDAY, 29th Mar., at Daylight
	TANGO MARU Capt. K. Kawara	8,000	WEDNESDAY, 12th April, at Daylight
	KAMAKURA MARU Capt. H. Kon	7,000	SATURDAY, 25th Mar., from Kobe
VICTORIA B.C. & SEATTLE	INABA MARU Capt. Tomisinga	7,000	TUESDAY, 28th March, at Noon
	TAMBA MARU Capt. K. Noda	7,000	TUESDAY, 25th April, at Noon
	YAWATA MARU Capt. J. Nagao	5,000	FRIDAY, 17th Mar., at Noon
ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 14th April, at Noon
BOMBAY via SINGAPORE, COLOMBO and	HAKATA MARU Capt. A. Mooker	7,000	TUESDAY, 21st March.
SHANGHAI, MOJI and KOBE	BIGNO MARU Capt. S. J. G. Parsons	7,000	WEDNESDAY, 29th March.
KOBE and YOKOHAMA	AKI MARU Capt. K. Homma	7,000	THURSDAY, 30th Mar., at 11 a.m.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler	6,000	WEDNESDAY, 12th April, at Noon

* Fitted with New System of Wireless Telegraphy.

PASSENGER SEASON, 1911.

SAILINGS and PASSAGE RATES FROM HONGKONG.
To MARSEILLES and LONDON via SUEZ CANAL.

Steamers.	Tons.	Leave H.K.	To London, per New Steamer
HIRANO MARU	9000	29th Mar.	1st Class S Y 550.00
TANGO	8000	12th April	" " " 2nd Class S R 825.00
KAMO	9000	26th "	" " " 1st Class S R 540.00
AKI	7000	10th May	" " " 2nd Class S R 500.00
MISHIMA	9000	24th "	" " " 1st Class S R 550.00

RATES OF PASSAGE.

Steamers.	Tons.	Leave H.K.	To Pacific Coast Common Ports:
INABA MARU	7000	28th Mar.	1st Class S £30. 2nd Class S £21
TAMBA	7000	25th April.	To London via New York: 1st Class S £50
AWA	7000	23rd May.	via St. Lawrence: 1st Class S £59

For further information as to Freight, Passage, Sailings, &c., apply to
14-49 T. KUSUMOTO, MANAGER.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East—16, DES VOEUX ROAD, HONGKONG.
SHANGHAI: 2-3, POOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

STEAMER	Tons	CAPTAIN	DATE OF SAILING.
NIPPON MARU	11,000	H. S. Smith	FRIDAY, Mar. 17th, 1 p.m.
CHIYO MARU	21,000	W. W. Green	FRIDAY, April, 14th, 1 p.m.
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, May 5th, 1 p.m.
TENYO MARU	21,000	E. Bent	FRIDAY, May 12th, 1 p.m.

* Triple Screws, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices.

THE Triple Screw Steamer "NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 17th March, at 1 p.m.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY of MEXICO at MANZANILLO).

Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

STEAMER	Tons	CAPTAIN	DATE OF SAILING.
BUYO MARU	10,500	K. Hashimoto	WEDNESDAY, April 19th, 1 p.m.
HONGKONG MARU	11,000	H. Hinokuma	SATURDAY, June 17th, 1 p.m.
KIYO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, 1 p.m.

THE Steamer "BUYO MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL on WEDNESDAY, 19th April, at 1 p.m.

FARES FROM HONGKONG,

TO SAN FRANCISCO	£ 45-0-0, Single
" NEW YORK	" 50-0-0 "
" LONDON	" 71-10-0 "
" SALINA CRUZ or MANZANILLO	" 120-0-0, Return 6 Months
" VALPARAISO	" 125-0-0, " 24 "
" VALPARAISO	" 420-0-0, Single
" VALPARAISO	" 570-0-0, " "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—

TO EUROPEAN POINTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN and UNITED STATES POINTS:—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL POINTS:—Missionaries and their families.
(These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 24 knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, LOCAL MANAGER,
King's Building (Opposite Blake Pier).

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES PROPOSED SAILINGS FROM HONGKONG

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE and YOKOHAMA	"SEATTLE MARU"	6,182	WEDNESDAY, 22nd Mar., at Daylight
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"MEXICO MARU"	6,054	TUESDAY, 4th April, at Daylight

The Co's Newly Built Steamers have fair speed. Superior accommodation for passengers. Passengers situated A.MIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING and TAKAO	"YEHIGO MARU"	SATURDAY, 18th Mar., at Noon.
TAMSUI via SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 19th Mar., at 10 a.m.
SHANGHAI via SWATOW, AMOY and FOOCHEW	"BUJUN MARU"	THURSDAY, 23rd Mar., at 8 a.m.

For information of Freight, Passage, Sailings, &c., apply at the Co's Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,
MANAGER

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FOR SALE!

STRONG STEEL-PLATED SAFES

OF THE FAMOUS GERMAN FACTORY

"OSTERTAGWERKE."

SAFES AND CASHBOXES IN STOCK AT RATES FROM \$22 up to \$150.

The Safes may be seen at any time in the Offices of the Sole Representative:

HUGO C. A. FROMM,
TELEPHONE 960. 4, QUEEN'S BUILDING, TOP FLOOR.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

MAILS BY SIBERIAN ROUTE.—Quarantine restrictions at Shanghai have now been withdrawn on arrivals from Dairen. Mail Steamers will leave Shanghai for Dairen twice a week, on Tuesdays and Saturdays.

The *Empress of China*, with the Canadian and Siberian Mails, left Shanghai on Tuesday, the 14th inst., at 9 p.m., and may be expected here to-day.

FOR	PER	DATE
Bangkok	Korat	Friday, 17th, 9.00 A.M.
Hongkong	Brand	Friday, 17th, 9.00 A.M.
Holloway and Hainan	Mathilde	Friday, 17th, 9.00 A.M.
Hainan	Hongkong	Friday, 17th, 9.00 A.M.
Swatow, Amoy and Foochow	Haiching	Friday, 17th, 10.00 A.M.
Manila, Cebu, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle.	Yavato Maru	Friday, 17th, 10.00 A.M.
Manila, Cebu and Iloilo	Quito	Friday, 17th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO (SIBERIAN MAIL TO EUROPE)	Nippon Maru	Friday, 17th, 10.00 A.M.
Macao	Sui Tai	Friday, 17th, 1.15 P.M.
Tientsin, and Newchwang	Shensi	Friday, 17th, 3.00 P.M.
Kobe	Loyal	Friday, 17th, 4.00 P.M.
Anping	Yechigo Maru	Saturday, 18th, 10.00 A.M.
Singapore	Lewther Castle	Saturday, 18th, 10.00 A.M.
EUROPE, & C., INDIA VIA TUTTICORIN (Late Letters 11.00 A.M. to NOON Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel mail will be closed to-day at 5 p.m.	Marmora	Saturday, 18th, 11.00 A.M.
Singapore, Penang and Calcutta	Lightning	Saturday, 18th, Noon.
Manila, Cebu and Iloilo	Yuenyang	Saturday, 18th, 1.00 P.M.
Macao	Sui Tai	Saturday, 18th, 1.15 P.M.
Singapore	Hopang	Saturday, 18th, 2.00 P.M.
Swatow and Shanghai	Wingang	Saturday, 18th, 5.00 P.M.
Shanghai	Choyang	Saturday, 18th, 5.00 P.M.
SHANGHAI (SIBERIAN MAIL TO EUROPE)	Chenan	Saturday, 18th, 4.15 P.M.
Swatow	Haimun	Sunday, 19th, 9.00 A.M.
Shanghai, Kobe and Moji	Fookang	Sunday, 19th, 11.00 A.M.
Macao	Sui Tai	Monday, 20th, 1.15 P.M.
Manila, Cebu and Iloilo	Zafro	Monday, 20th, 3.00 P.M.
Wohaiwei and Tientsin	Kueikow	Monday, 20th, 3.00 P.M.
Swatow, Amoy and Foochow	Eiayang	Tuesday, 21st, 10.00 A.M.
Wohaiwei and Tientsin	Chengyang	Tuesday, 21st, 11.00 A.M.
Manila, Cebu and Iloilo	Tan	Tuesday, 21st, 3.00 P.M.
Nagasaki, Kobe, Yokohama, Victoria and Tacoma	Seattle Maru	Tuesday, 21st, 5.00 P.M.

BEAUTY IS ONLY ONE OF ITS MANY MERITS.

HALL'S DISTEMPER

HAS THESE GREAT ADVANTAGES IN ADDITION.

It is made in a wide range of 70 colours, including rich dark as well as light shades.
It contains no lead, therefore ceilings coated with white or tinted Hall's Distemper do not turn black with sulphur.
It sets the hardest of any article yet offered, and neither cracks, blisters, nor peels off.
It is washable three weeks after being applied.
It is a strong disinfectant and should be used in all fever or infectious cases as recommended by the medical faculty.
It is non-poisonous and clean in working.
It destroys fleas, bugs, and other objectionable insects.
Many of the colours will stand on new plaster walls.



"The advantages of using a paint which contains an effective microbe-destroyer are obvious. A distinct advantage is the readiness with which it may be cleaned without injuring it."

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WILLIAM C. JACK & CO., LTD.,
14, DES VUEX ROAD CENTRAL, HONGKONG.

FRANCE'S BEST BRANDY

IS **MARTELL'S** ★ ★ ★

FOR OVER 200 YEARS THE LEADING BRANDY IN THE WORLD.

USED IN HOSPITALS, CLUBS, HOTELS, & C. ALL OVER THE WORLD.

SOLE AGENTS:

H. PRICE & CO., LTD.,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 10th March, 1911.

COMMERCIAL

EXCHANGE CLOSING QUOTATIONS.

ON LONDON	March 16th
Telegraphic Transfer	191
Bank Bills, on demand	193
Bank Bills, at 30 days' sight	194
Bank Bills, at 4 months' sight	194
Credits, at 4 months' sight	194
Documentary Bills 4 months' sight	194
ON PARIS	
Bank Bills, on demand	227
Credits, at 4 months' sight	231
ON GERMANY	
On demand	183
ON NEW YORK	
Bank Bills, on demand	433
Credits, at 60 days' sight	443
ON BOMBAY	
Telegraphic Transfer	1333
Bank, on demand	134
ON CALCUTTA	
Telegraphic Transfer	1333
Bank, on demand	134
ON SHANGHAI	
Bank, at sight	743
Private, 30 days' sight	743
ON YOKOHAMA	
On demand	88
ON MANILA	
On demand	88
ON SINGAPORE	
On demand	1073
ON BATAVIA	
On demand	11
ON HAIPHONG	
On demand	11
ON SAIGON	
On demand	11
ON HANKOW	
On demand	86
SOVEREIGNS, Bank's Buying Rate	\$11.10
GOLD LEAF, 100 fine, per tael	\$57.80
SILVER, per oz.	\$24.50

SUBSIDIARY COINS.

		per cent
Chinese	20 cents pieces.....	\$7.85 discount
Chinese	10 "	\$7.98 "
Hongkong	20 "	\$7.75 "
Hongkong	10 "	\$7.83 "

SHARE LIST.—QUOTATIONS.

HONGKONG, MARCH 16TH, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASE.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$880, buyers
National Bank of China, Limited	99,925	47	26	\$80, buyers
Bank of Communications, Limited	8,604	12/6		\$9.
China Borneo Company, Limited	60,000	\$12	\$12	\$10, sales
China Light and Power Company, Limited	50,000	\$10	\$10	\$1.
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	\$1	\$1.
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 85.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$54, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 42.
Loan-Kung-Mow Co. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 62.
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	Tls. 50	Tls. 23.
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$19.
DOCKS AND WHARVES.				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$52, sales
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$5	\$5	\$54, sellers
New Amoy Dock Co., Limited	10,000	\$54	\$54	\$53, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 65.
Shanghai and Hongkong Wharf Co., Ltd.	35,000	Tls. 100	Tls. 100	Tls. 99.
Feenick & Co., Limited	18,000	\$25	\$25	\$5.
Green Island Cement Co., Limited	400,000	\$10	\$10	\$3, sellers
Hongkong and China Gas Co., Limited	7,000	\$10	\$10	\$190.
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$32, sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$105, buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$65, buyers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	\$10	\$157, sales
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	\$7	\$172, sellers
INSURANCES.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$180.
China Fire Insurance Co., Limited	20,000	\$100	\$100	\$118, sales
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$87.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$335, x d. sellers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 155, sales
Yantai Insurance Society, Limited	12,400	\$250	\$100	\$830, buyers
Yantai Insurance Association, Limited	12,000	\$100	\$100	\$205, buyers
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$94, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	\$10	\$63.
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$32, x d. sellers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 97.
West Point Building Co., Limited	12,500	\$50	\$50	\$46, buyers
MINING.				
Société Française des Charbonnages du Tonkin	16,000	Fr. 250	all	\$700.
Ramb Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$2.
Peak Tramways Co., Limited	25,000	\$10	all	\$13.
Philippine Co., Limited	50,000	\$10	\$10	\$11.
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$110, sellers
Loan-Kung-Mow Co., Limited	7,000	\$100	all	\$17.
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50.
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$1, sales
Douglas Steamship Co., Limited	20,000	\$50	\$50	\$19, sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15	\$23, sellers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	\$5	60, bu. L'don
Shell Transport & Trading Co., Limited	2,000,000 def.	\$1	\$1	\$90, sellers
Star Ferry Company, Limited	10,000	\$10	\$10	\$23.
South China Morning Post, Limited	10,000	\$10	\$10	\$12.
Steam Laundry Company, Limited	6,000	\$25	\$25	\$25.
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10, buyers
Wm. Powell, Limited	15,000	\$7	\$7	\$3, sales
Watkins, Limited	10,000	\$10	\$10	\$3, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$7, sellers
Weissmann, Limited	3,000	\$10	\$10	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$4	\$113, sellers
Union Waterboat Co., Limited	100 fiders	\$10	\$10	\$300.
RUBBER.				
Para Rubber in London				67 per lb.
Loans.				
Chinese Imperial 1896	Tls. 767,200	Tls. 250	7% p. annum	Par.

TO-DAY

11 A.M.—Nineteenth Half-Yearly Drawing of Sixty-five Debentures of Hongkong Club.

FORTHCOMING EVENTS.

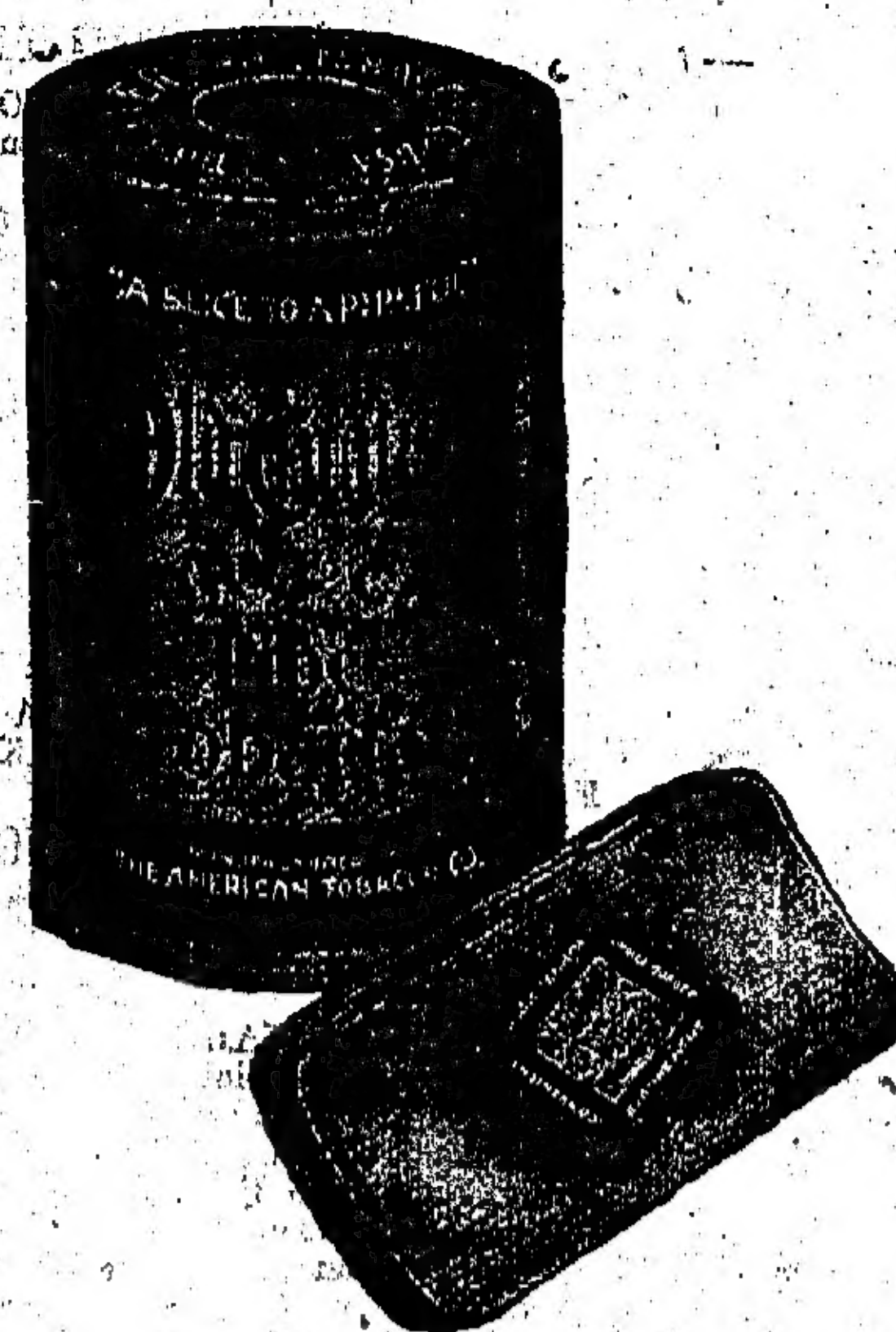
Saturday, Sunday & Monday, 18th, 19th & 20th March—Hongkong Aviation Week, Flying at Shatin, Kowloon, 2 p.m. each day.
Monday, 20th March—Annual General Meeting of Hongkong General Chamber of Commerce, City Hall, 4 p.m.
Saturday, 25th March—Twenty-Second Ordinary Annual Meeting of Green Island Cement Co., Ltd., 11.55 a.m.
Saturday, 25th March—Auction of Valuable Household Property at Sales Room, by Mr. Geo. P. Lamert, 3 p.m.
Saturday, 25th March—Annual Dinner of Devonian Society, at Hongkong Hotel, 8 p.m.
Tuesday, 28th March—Eighty-Second Yearly Meeting of The China-Borneo Co., Ltd., 12.15 p.m.

ON SALE.

THE FIFTY YEARS ANGLIO-CHINESE CALENDAR

日曆英中 年十五
FROM 1st JANUARY, 1864 to 31st DECEMBER 1913, BEING FROM THE 1st YEAR OF THE 70th CYCLE TO THE 50th YEAR OF THE 70th CYCLE.
PRICE \$2 CASH.
On Sale at the "HONGKONG DAILY PRESS" OFFICE, or Agents in all the Ports of the Far East.
The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

A TOBACCO YOU CAN ENJOY.



Old English

CURVE CUT TOBACCO

A SLICE TO A PIPEFUL.

This choice quality tobacco is packed by a special vacuum process; it therefore retains that delightful aroma and exquisite flavour natural to the finest tobacco leaf.

"IT DISAPPOINTS NO ONE"

Packed in tins containing 1/2 lb. with a handsome curved case which fits the pocket, and is the most convenient way to carry a pipe tobacco sufficient for one day.

TO BE OBTAINED OF ALL TOBACCONISTS.

THE NESTLE & ANGLO-SWISS CONDENSED MILK CO.

CHAM (SWITZERLAND) AND LONDON.



Another Famous Product of the above Company is its

STERILIZED NATURAL MILK.

A trial of which will satisfy you of its EXCELLENCE.

PRICE:

20 Cents Per Tin.
\$2.30.....Per Doz. Tins.
\$9.00.....Per Case of 4 Doz. Tins.

ON SALE AT—
LANE, CRAWFORD & Co.
KWAN TEE, Queen's Road Central.
CHEUNG YEE, Queen's Road Central.
WAN YUEN, Queen's Road East.
NAM HING LOONG, Queen's Road Central.
MUTUAL STORES, Queen's Road Central.
HONGKONG CO-OPERATIVE SOCIETY,
11, Caine Road.



FAMOUS

PORT WINES.

INVALIDS (Fully Certified).

\$24.75 . . . PER CASE OF 12 BOTTLES.

AND

DOURO PORT.

\$18.00 . . . PER CASE OF 12 BOTTLES.

SIEMSEN & CO.,
HONGKONG AGENTS.

55-5]

OPIUM.

March 15th

Quotations are:	
Malwa New	\$2,350/2,400 per picul
Malwa Old	\$2,410/2,420 "
Malwa Older	\$2,430/2,450 "
Malwa V. Old	\$2,460/2,500 "
Portian fine quality	\$1,200/1,400 "
Portian extra fine	\$2,050 "
Patna New	\$2,450 per chest
Patna Old	"
Benares New	\$2,375 "
Benares Old	"

STEAMERS PASSED THE CANAL.

Febr. 21st—C. F. Loeis, Cathay, Flinders, Leantes, 24th—Belgravia, Idomenus, Kintuck, Palma, Schuyhill, Sunda, 28th—Benconus, Banteng, March 3rd—Benconick, Indragama, Patrocinus, Shimosa, Ville de la Ciotat, Indragama, Sackon, Tils, Akt Maru, Memnon, Slavonia, Sueria, 10th—Agamemnon, Dioned, Nabis, Monmouthshire, Oceanica, Slentor, 14th—Democra, Caledonia, China, Daeco Castle, Sicilia, Tendai, Arcadia.

ARRIVALS AT HOME.

March 14th—Taverlyde, Persia, Proteuslaus

Printed and Published by ALFRED NORMAN KEMP for the Concerned at 10A Des Vaux Road Central, Victoria, Hongkong; London Office, 131, Fleet Street, E.C.